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## EXPEDITION TO THE DARDANELLES.

ALLIES' GREAT TASK.

[FROM E. ASHMEAD-BARTLETT.]

EASTERN MEDITERRANEAN, April 12.

The days of the Turk in Europe are numbered, but no one will deny that he is trying hard and game. It came as a disagreeable shock to many to read on the morning of March 19 that two British battleships and one French had been sunk in the Dardanelles whilst several others had been hit and damaged. The blow was all the more sudden because the public had been led to believe from previous official and unofficial reports that all was going well.

We were told that the outer forts had been completely destroyed, and that the work of mine-sweeping had made excellent progress. This news was given in perfect good faith, and was also quite true, but we built up on it to great a structure of hope, few realising the immense difficulties the Fleet has had to face, obstacles which do not really commence until the Narrows are approached. The combined advance of the Allied Fleet up the Dardanelles on March 18 was not an attempt to pass the Narrows. It was merely intended as a great demonstration against the forts, in order that the destroyers and sweepers might clear the minefield under cover of the guns of the ships.

This work was carried out in the most gallant manner and was perfectly successful, but unfortunately the further advance had to be abandoned, owing to the sudden and unexpected disasters to three vessels inflicted by drifting mines. Yet the price paid cannot be considered too high when one remembers the issues at stake, and the vast bearing they may have on the future of the war. The Turks have always believed the Dardanelles to be impregnable, and this belief had been accepted as the truth by most lay minds until the Navy started to put the issue to the test. Then for some unknown reason there came a quite unjustifiable wave of optimism, which swept over the country until the eyes of the public were opened by the events of March 18.

CHANGED CONDITIONS. In the old days of sailing ships the Dardanelles were a most formidable obstacle, which no admiral would have faced with confidence. But then the guns of both forts and ships had only a very short range, and the chief difficulty was to find a favourable wind which would carry the old three-deckers past the Narrows up into the Sea of Marmora. They could have got through had they been able to keep in the centre of the channel and make their way against the four-knot current which comes swirling down. But unless the wind was dead aft they had to tack from side to side, thus coming within close range of the forts, whose fire it was almost impossible to keep down by broadsides.

If it was almost impossible to overcome these obstacles in the early days of the nineteenth century the difficulties and dangers of the passage have been increased tenfold now by long-range weapons, torpedoes and mines. Nevertheless, the Navy is of opinion that the Narrows can be forced, in spite of these obstacles, and this opinion has been strengthened and confirmed by the great trial of March 18. It might mean the loss of ships, but if the occasion justified the sacrifice the Fleet would not hesitate to make the attempt. But unless there were a powerful army ready to occupy the Gallipoli Peninsula the moment the Fleet passed into the Sea of Marmora, or made its way to Constantinople, the Straits would immediately be closed behind it, and, supposing the Turks, backed up by German officers and German intrigues, decided to continue the war, it would have to fight its way out, and again clear the minefield. It has long been an accepted axiom of naval warfare that ships are of no use against forts, or that they fight at such a disadvantage that it is not worth while employing them for such a purpose.

REMARKABLE RESISTANCE. This axiom must now be modified, after the experience which the Fleet has gained in the present operations against the Dardanelles. Any fort built of stone or concrete, however strong, can be put out of action by direct fire from guns, if only a clear view of it can be obtained, or provided aeroplanes are available to "spot" for the gunners to signal back results, and correct the fire. Yet nothing has amazed the gunners out here more than the resisting power of these old forts round the Dardanelles.

For instance, those at Seddul Bahr and Kum Kale, at the northern and southern entrances to the Dardanelles, were subjected to a terrific bombardment by the combined Fleets on Feb. 19, both at long and short range. They were so completely smothered with fire that no one believed a stone or a gun could be left standing. Yet, when the landing parties were put ashore to examine them, the material damage was found to be comparatively small, although they were mere shambles.

Many of the guns were still intact, and one gun was actually found loaded. The work of destruction had to be completed by the landing parties, and the forts are now heaps of unoccupied ruins, with their guns lying about at all angles. In like manner the forts at Chanak, on the Asiatic side of the Narrows, and at Kild-Bahr, on the European, together with the batteries known as Nos. 7 and 8 lower down the Straits, were silenced temporarily on March 18, because they were so completely smothered by a tremendous volume of fire that the gunners were driven from the guns to the cover of their bomb-proof shelters; but in view of experience gained on Feb. 25 the Fleet does not claim to have knocked out many guns in them, and after the disaster to the *Irresistible* and *Ocean* some of the guns were manned again, and concentrated a tremendous fire on these unfortunate ships during the work of removing the crews to destroyers.

GERMANS' VALUABLE AID. It must also be borne in mind that the Turks were not relying on their heavy guns alone to defend the Straits. They knew that their minefield was to a great extent intact, and that the Fleet would have great difficulty in getting through without heavy loss. Nevertheless, all those works which actually overlook the Dardanelles, and are situated right on the shores of the Straits, can be placed out of action by the guns of ships, or else smothered with such a volume of fire that the gunners will be forced to take shelter in the bomb-proofs. But such works as these only come within the category of obsolete defences. They are no longer of real obstacles which must be overcome before the passage can be forced. The Turkish soldier fights very well behind entrenchments, but he is a very bad gunner and possesses absolutely no knowledge of the science of war. Had the defences of the Straits been left in his hands alone the Allied Fleet

would most probably have been off Constantinople by now. But the Turkish army, directed by highly-trained German officers, and having the advantage of their science and technical skill, is a very different enemy. One must give the Germans their due credit of praise for the manner in which they have adapted the defences to meet the immense power of ships guns, and for having built up a kind of secondary defence out of any material available—which is now proving far more formidable than the old forts mounting the heaviest guns.

The Fleet has three main obstacles to overcome, and to achieve decisive results the assistance of a very large expeditionary force, supplied with powerful artillery, both field and howitzer, is essential. First and foremost are the mine fields, which are constantly being renewed, and the floating mines, which are carried down by the four-knot current. It is now generally accepted that it was mines of this description which sank the *Bouvet*, the *Irresistible*, and the *Ocean*.

FORMIDABLE OBSTACLES. The second obstacle which must be overcome is formed by the concealed batteries of heavy howitzers and direct-fire guns which have been placed in position since the first attack on the outer forts. The movable batteries of field guns and light howitzers, which are shifted from point to point under perfect cover, and which open up on the ships from the most unexpected positions present the third obstacle. All these defences have an important bearing on each other. For instance, field guns and light howitzers can do little or no damage to a battleship cleared for action except to those in her control tops. Several ships have thus suffered. But they can inflict very serious damage on trawlers and destroyers engaged in the task of sweeping the Straits.

The work has often had to be checked on account of the severity of this fire. The destroyers and trawlers go up the Dardanelles under the protection of a battleship, and they commence their operations. They are immediately subjected to a tremendous fire from the enemy's light guns, which are so careful of the battleship that they charge finds it almost impossible to pick up a target. They can only aim at the flashes of the guns when these are visible, or else by the map, after an aeroplane reconnaissance has located a battery. Some guns and batteries are temporarily silenced, but on the following day they are shifted to a fresh position and the task of locating them has to commence all over again.

Thus the task of clearing the fixed mine field is rendered extremely difficult. The Germans have also mounted many heavy guns inland, where it is extremely difficult to locate them, and some of these are powerful enough to inflict very serious damage on battleships. Anything made of stone or concrete, which is visible will be speedily smothered by the direct fire of naval guns, and by indirect fire, assisted by accurate "spotting" from an aeroplane.

STRENGTH OF AEROPLANES. In this sense the old axiom that ships are of no use against forts is quite inaccurate, but the enemy has discovered that even the heaviest shells can do but a minimum of damage to a well-constructed emplacement of earth thrown up in front of a gun. The great shells from the ships throw up an enormous amount of smoke and earth, but the actual damage is small. It can, in fact, generally be made good during the night, or when the weather is too thick to allow of shooting. A battleship has to score a direct hit on the gun itself before guns mounted in this simple manner can fairly be said to be out of action. The difficulty of scoring direct hits is enormous, especially when the fire is indirect and has to be corrected by aeroplanes, which are themselves constantly exposed to heavy shrapnel fire which it is impossible to keep under.

If the ground on the European and Asiatic sides of the Straits were flat the task would be comparatively easy, because the enemy's guns could be kept out of range by the long-range gun of the ships. Unfortunately it is just the reverse. The Gallipoli Peninsula is a jumble of hills, valleys, small rivers, low-lying ridges, and spurs, which assume no regular formation, and which seem to have been especially designed by Nature to assist the defence of the Straits. In parts the country is thickly wooded, in others the trees are sparse, and there are patches of low-lying ground which have been cultivated. The ascent from the shore is steep and fairly high, and the ships must clear this initial obstacle before they can reach their mark.

CONCEALED BATTERIES. Amongst this hilly country there are innumerable positions where guns can be concealed, in valleys, behind hills, or amongst trees. When a gun or battery has been located by an aeroplane it is often necessary to fire right over the top of several ridges of hills, and the smoke of the bursting projectiles cannot be seen, even from the control tops. The Asiatic shore of the Strait is lower, and is commanded almost its whole length by the European. The hills are not so high, and the ships must clear this initial obstacle before they can reach their mark.

But even with this small assistance it has been found impossible to silence the enemy's guns. Amongst the hills and broken ground they conceal them with ease and security, and they are also, apparently, able to move guns with much greater facility on the south side. The more the task of forcing the Straits is examined, the more stupendous proportions does it assume. We do not know what number of troops the Turks have on the Peninsula, and on the Asiatic side, but it must not be forgotten that they have had ample time and ample opportunity for bringing up any reinforcements which are available from the needs of the other theatres of war. They are entrenched up to their necks, and have placed barbed wire round every position. The Fleet has done, and is doing, everything possible to assure success, in the face of obstacles such as no Fleet has taken on before. The tale of gallant deeds is a long and glorious one. But the facts must be faced. They are briefly these.

No fleet can advance even close to the Narrows, much less through them, until the mine-field has been cleared. The enemy's heavy concealed guns and light mobile artillery render this task impossible, even under the covering fire of the battleships, for the reason I have already explained. In addition, the Turks have placed a large number of torpedo-tubes along both shores. Therefore the only way the Straits can be opened is from the land side. To accomplish this a very large Expeditionary Force is required, and also a very large number of field howitzers, with which to deal with the concealed batteries.

The guns of the battleships can cover a landing, and their fire will be able to assist an advance inland up to a certain point, but once the army is on shore it must do the real work of taking the enemy's positions in reverse by its own unaided efforts. We do

not know the enemy's numbers, but he is entrenched everywhere, and the lessons of Flanders have brought it clearly home what the cost of assaulting entrenched positions means. Everything will depend on the number of guns available for shore work, and the numbers of infantry. A great army is required to ensure success. The occupation of the Gallipoli Peninsula would probably enable the Straits to be cleared for the ships to pass, because, as I have already said, the northern shore commands the southern, and the enemy's artillery on the Asiatic side could thus be kept at a distance.—London Daily Telegraph.

## "HOME OF THE FREE-LAND."

HOW AN EMPIRE SONG  
WAS WRITTEN.

Home-land, sea-land,  
Home of the free land,  
Faithful thy children, wherever they be;  
One in thy motherhood,  
One in our brotherhood!  
One in devotion, undying to thee!

It is generally known that John Coates, the well-known English tenor, has written a new patriotic ballad, "The Rally Call," but the romantic story of how he came to do so has still to be told.

It appears that at the end of July Mr. Coates went to the Wagner Festival at Bayreuth, where "Parsifal" was being performed. During the long interval between the second and third acts he went out to dinner.

But he did not dine, he forgot to dine, the air was so charged with electricity, human electricity. War with Russia had just been declared, mobilisation papers were already being ready to march away, and the streets were filled with men, women, and children all delicious with excitement.

PERFECT PATRIOTISM. But what impressed Mr. Coates more than anything else was the fervid patriotism those Germans infused into their singing of "Deutschland über Alles."

"We have nothing quite like that in England," he said, "and I do think we misrepresent that national song. It does not mean 'Germany over all,' but 'Germany above everything.' I admire them for the sentiment. They fancy we Englishmen are not imbued with the same feeling. We are, but we do not carry it on our sleeve as they do. We don't express it."

Siegfried Wagner, the son of the great composer, was anxious that Mr. Coates should stay with him at Bayreuth, for at that time war had not been declared. Mr. Coates decided, however, to return to England, but a fierce yearning to write a song that might become to his native land what "Deutschland über Alles" was to the Germans took possession of him. The idea never left him.

"I wanted to take in the whole lot," he said, "England, Britain, the Empire, were not quite comprehensive enough. Homeland, after all, expresses exactly what I felt—we all have a share in that."

Homeland, best land,  
Clustering West land.

"Everybody can sing such lines as those—Carson, Redmond, the Suffragettes, Tories, Liberals, Socialists, or strikers."

WHAT SIR EDWARD ELGAR SAID: "After all, you know, there is something in being little enough to be patriotic; and why should not an Englishman be prejudiced in favour of his own country?"

"But it's very funny," continued Mr. Coates, "how I came to write the music. I have been identified with Elgar's work, and we are great friends. I went to him and asked him if he would set it."

"Good heavens, Arch Chatter," he replied, "for that is his name for me, I've had scores of patriotic ballads sent to me since the war broke out. It's not so easy to fit them to melody as some folk imagine."

"But I was very anxious that Sir Edward should not give me the slip. I'd like it to go something like this," I said, "to remind one of men marching all the time." With that I hummed a refrain.

"Why, man!" exclaimed Sir Edward, "you've got a tune of your own. Sing it out."

"I sang it out, and strange to say, on the next day, whilst travelling to rehearsal by the Underground the melody came to me all of a sudden."

"And that was how I came to write the song, which I shall sing for the first time in London with orchestral accompaniment at the Red Cross entertainment at the Royal Albert Hall on Saturday, April 17."—*Pall Mall Gazette*.

## GERMAN CONFESSION.

MISCALCULATIONS AND  
MISTAKES.

The German newspaper *Der Tag*, which during the first month of the war shouted: "Herr Gott, sind diese Tage schon!" (O Lord, how delightful these days are), has arrived now at a totally different state of mind and declared recently:—

"We have deceived ourselves. We expected that British India would rise when the first shot was fired in Europe, but in reality thousands of Indians came to fight with the British against us. We anticipated that the whole British Empire would be torn to pieces, but the Colonies appear to be closer than ever united with the Mother Country. We expected a triumphant rebellion in South Africa, yet it turned out nothing but a failure. We expected trouble in Ireland, but instead, she sent her best soldiers against us. We anticipated that the party of 'peace at any price' would be dominant in England, but it melted away in the ardour to fight against Germany. We reckoned that England was degenerate and incapable of placing any weight in the scale. Yet she seems to be our principal enemy."

The same has been the case with France and Russia. We thought that France was depraved and divided and we found that they are formidable opponents. We believed that the Russian people were too discontented to fight for their government, and we saw our plans for the suppression of a rapid collapse of Russia, but, instead, she mobilised her millions quickly and well, and her people are full of enthusiasm and their power is crushing. These miscalculations have laid upon themselves a heavy responsibility.

## COTTON CONTRABAND.

### "A BLOCKADE STOPS ALL ARTICLES."

The Press Bureau last month issued a letter on the subject of cotton as contraband which Sir John Simon has sent to the secretary of the Conference of Chemists and Engineers. The Attorney-General suggests that the conference is under some misapprehension either as to the steps which are in fact being taken under the Order in Council of March 11 concerning the blockade of German ports, and adds: "To imagine that since that date anything can be gained, so far as stopping the entrance of cotton into Germany is concerned, by calling it contraband, is in effect to suppose that a blockade is rendered more effective if you add that specified contraband articles will not be allowed to break the blockade."

"A blockade stops all articles, whether they are contraband or not, and therefore the addition would not have any practical consequences whatever. What is true of Germany is, of course, equally true of Austria."

## THE AMERICAN NOTE TO GERMANY.

[AS TELEGRAPHED TO THE FOREIGN  
OFFICE IN TOKYO.]

An official telegram from Washington to the Foreign Office at Tokyo gives the following as the principal points:—

I. Germany has often infringed the rights of America on the high seas; and especially in the sinking of the *Lusitania* more than a hundred American lives have been lost. At this critical moment, clear and full understanding between Germany and America should be established.

II. The Government of the United States is shocked by the sinking of the *Falaba*, by which an American was drowned, the German aeroplane attacks upon the *Cushing* and *Gulf Light*, in which more than two Americans were killed, the sinking of the *Lusitania* and other cases of similar nature.

III. In view of the German vows of justice which have often been declared, it is impossible to believe that the above-mentioned acts, which are clearly contrary to international law, have been committed with the approval of the German Government. The Government of the United States earnestly hopes that the German Government will dispel the unfavourable impression which it has given upon the world and that it will recognise the liberties of the high seas.

IV. The American Government received the German note saying that Germany had declared a blockade of the seas in the war-zone in reparation for the enemy's blockade of the seas, but an answer was given at the time that it could not recognise the infringements of the rights of American ships and passengers, and that the German Government would be held for such acts whether they are done with intent or accidentally. The American Government cannot believe that Germany entertains doubts as to American rights.

V. The American Government clearly understands that it is practically difficult for submarines to examine, or search, or capture merchant-ships, or to give time to the passengers and crew; but in the cases above cited even a warning for torpedoing was not given. At any rate, it is clear that the submarine attacks upon merchantmen are impossible without violating the sacred laws of justice and humanity.

VI. The Americans have the right to make trips on the high seas by either neutral or belligerent ships, and it is the American Government's duty to protect this right. At times the German Embassy gave warning to the American people through the newspapers, but the American Government has made no public announcement. Nothing would be said here as to such an irregular method; but the responsibility of unlawful acts cannot be escaped by a warning.

VII. The American Government, which always upholds, as the German Government well knows, fair and noble principles, can not believe that the commanders of the German submarines have dared such unlawful acts without misunderstanding the orders of their naval authorities. The American Government, therefore, earnestly hopes that the German Government will redeem the damages to the sufferers, and that it will take steps to stop the recurrence of such acts, disavowing the acts of the commanders of the submarines.

VIII. In view of the existing friendship between Germany and America, and especially in consideration of the treaty of 1828, the American Government and people expect stronger assurances than before. But, as apology and the payment of damages are not sufficient to dispel the neutrals' fear of great perils, they are not enough for the explanation of the submarine attacks.

IX. The American Government expects the German Government to understand that it would not hesitate in any words or acts necessary to the protection of the rights of America and American people.

## WAR BREVITIES.

The price of the quarter (4lb.) loaf rose again advanced a halfpenny in London last month. The general price was \$14, but it varied slightly according to the district.

In the Capetown House of Assembly recently the Committee of Ways and Means adopted the resolution imposing a special tax of half a million sterling on the profits of the gold mines.

A mammoth traction engine, the largest seen in London, passed down Charing Cross-road recently driven by soldiers in khaki. To the funnel of the engine was attached a large iron cross labelled "For Kaituma".

Mr. Robertson in the House of Commons last month informed Lord Charles Beresford that the amount of German property in that country was about £84,000,000. He could assure Lord Charles that it would remain in the hands of such future disposal as might seem proper.







## NEW ADVERTISEMENTS

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## KING'S BIRTHDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 3rd June.

By Order, A. R. LOWE, Secretary. [622]  
Hongkong, 2nd June, 1915.

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

## KING'S BIRTHDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 3rd June.

By Order, A. R. LOWE, Secretary. [623]  
Hongkong, 2nd June, 1915.

## WANTED.

MRS. and MISS KELLY (Headquarters House) would be glad to hear of any suitable person willing to act as MAID to them on the voyage home in return for passage. Must be a good sailor.

Hongkong, 2nd June, 1915. [621]

## SOCIETE DES POMPES ET PAPIERES DU TONKIN.

(TONKIN PUMP & PAPER COMPANY). Capital: \$750,000.

Head Office: 21 rue Jules Ferry, Haiphong.

## SECOND NOTICE.

AT a GENERAL MEETING of the SHAREHOLDERS of the SOCIETE DES POMPES ET PAPIERES DU TONKIN, convened successively for the 1st of March and for the 12th of April, 1915, to discuss and carry on the following Resolutions, 2,143 Shares out of 15,000 were represented on the first date, and on the second 3,476 out of 7,800.

Whereas, by law of the 13th of November, 1913, in order to carry on any alteration in the Statutes of the Society, the quorum for the first meeting must be 3/4 of the Capital, and for the second half of the said Capital, and whereas the Third Meeting can lawfully carry on any Resolutions provided one-third of the Capital is represented, the Board of Directors hereby notify that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Society is to be held at their Head Office, 21 rue Jules Ferry, at Haiphong, on MONDAY, the 14th day of June, 1915, at 3 o'clock in the afternoon, when the following Resolutions will be submitted:

1. Report of the Directors on the workings of the Society; accounts to be presented and passed.
2. Report of the Auditor.
3. Anticipation of the dissolution of the Society; nomination of Liquidators, the limit of their powers.
4. For the Board of Directors.

M. DANDOLE.

NOTE.—Every Shareholder, whatever number of Shares he holds, may participate in the Meeting, and is entitled without limitation to as many votes as there are Shares in his possession. [624]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship.

"DUNERA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from 10 o'clock, if not already of arrival arranged.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board on the 3rd inst., at Noon, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from the vessel, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & CO., LTD., Agents. [625]  
Hongkong, 1st June, 1915.

## ON HIS MAJESTY'S SERVICE.

## TENDERS are invited for the supply of

CARPENTERS, FITTERS, CAULKERS, PLUMBERS, PAINTERS AND SCRAPERS, SHOEMAKERS OR LEATHERWORKERS, to H.M. NAVAL YARD.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. NAVAL YARD, Hongkong, and should be filled in and returned as indicated in Tender Form not later than Noon, SATURDAY, the 12th June.

C. D. J. BELL, for Chief Constructor.

H.M. NAVAL YARD, Hongkong, 26th May, 1915. [610]

## NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested to future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.

Hongkong, 16th February, 1915. [592]

## INTIMATIONS

## BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 3rd June.

Hongkong, 31st May, 1915. [613]

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, TO-MORROW (THURSDAY), 3rd day of June, 1915, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED on MONDAY, the 31st May, to FRIDAY, the 4th June, 1915, both days inclusive, during which period no both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON, General Managers. [604]  
Hongkong, 26th May, 1915.

## CHEAP SALE FOR 15 DAYS ONLY.

THE Underigned will sell at a Clearance Cheap Sale Clothing Materials comprising the following:—Japanese Silk, Satin, Taffeta, English Satin, Umbrellas, Sunshades, Towels, Velvet, Velveteen and Sundries.

H. K. TIFTOOLA & Co., 13 and 15, D'Aguiar Street. [614]  
Hongkong, 1st June, 1915.

## FOR SALE.

## All kinds of

## FOREIGN POSTAGE STAMPS

## ALBUMS, and other

## PHILATELIC GOODS,

## at Prices to suit any Buyer.

## GRACA &amp; CO.,

CARNA ROAD, NO. 11A. [445]  
Hongkong, 1st April, 1915.

## A LING &amp; CO.,

19, QUEEN'S ROAD CENTRAL.

## FURNITURE AND PHOTO GOODS

## STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219. [516]  
Hongkong, 4th February, 1915.

## ORDER AT ONCE.

## THE DIRECTORY

## AND

## CHRONICLE

## FOR CHINA, JAPAN, ETC.

## FOR THE YEAR

## 1915.

## INDISPENSABLE TO EVERY

## BUSINESS MAN.

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## HONGKONG DAILY PRESS OFFICE

## and

## LOCAL BOOKSELLERS.

## 1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy owing to changes incidental to the War.

Hongkong, 16th March, 1915.

## TO LET.

## "BISHOP'S LODGE SOUTH" No. 11

The PEAK, Unfurnished, 6 Rooms.

"SHORNCLIFFE" Garden Road (Bowen Road level), 6 Rooms, Unfurnished.

ONE LARGE SHOP in Queen's Road Central (opposite Hongkong Hotel).

No. 2, CAMERON VILLAS, 62, THE PEAK (Unfurnished).

"WOODBURY" No. 4, Hankow Road, Kowloon.

No. 1, CAMERON VILLAS, No. 61, THE PEAK, Unfurnished, Immediate possession.

No. 3, DES VUEX VILLAS, 52, Mount Kellett, The Peak (Furnished or Unfurnished).

No. 25, BELLIOS TERRACE, with entrance on Conduit Road.

No. 27, BELLIOS TERRACE, with entrance in Conduit Road. In very good order.

3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.

"WESTWARD HO," Bonham Road.

"EGGESFORD," No. 124, THE PEAK, Unfurnished (6 Rooms), from 1st May, 1915.

"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).

ROOMS in BEACONSFIELD and 55, REGENT TERRACE.

"BOGATE" Austin Road, Kowloon.

No. 2, DES VUEX VILLAS, 61, PEAK (Unfurnished).

ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.

No. 58, THE PEAK & CAMERON VILLAS.

Apply to—LINTSEAD & DAVIN, 2nd Floor, Alexander Buildings. [43]  
Hongkong, 2nd April, 1915.

## HOUSES TO LET

## TO LET.

FURNISHED, including a splendid Piano, "FAIR VIEW" No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.

Apply to—DAVID SASSOON & Co., Ltd. [615]  
Hongkong, 1st June, 1915.

## TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.

Apply within. [616]  
Hongkong, 1st June, 1915.

## TO LET.

BRITISH CONCESSION, SHAMHEEN, CANTON.

JUST Completing: Building of Modern Fire-Proof Structures, Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation and July. Inspection invited.

Apply—T. E. GRIFFITH, Ltd., Canton. [611]  
Canton, 28th May, 1915.

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—SECRETARY, A. S. WATSON & Co., Ltd. [38]  
Hongkong, 28th May, 1915.

## TO LET.

HOUSES in "PORRIS BUILDINGS" and "BOSE TERRACE," Kowloon.

Apply to—SPANISH DOMINION PROSECUTION. [501]  
Hongkong, 15th May, 1915.

## TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to—ARLETON V. APCAR & Co. [393]  
Hongkong, 16th March, 1915.

## TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply—A. R. AVASTA, Care of E. FARMER, No. 1, Duddell Street. [344]  
Hongkong, 2nd February, 1915.

## TO LET—AT THE PEAK.

NO. 2, ST. STEWART TERRACE, Furnished and ready done up.

Apply—H. E. POLLOCK, Prince's Building. [53]  
Hongkong, 20th January, 1915.

## TO LET.

A HOUSE in Kowloon Terrace.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [45]  
Hongkong, 1st March, 1915.

## TO LET.

"WINDSOR LODGE," Kimberley Road, Kowloon, 6-Roomed House with Tennis Court.

"PENYBHEW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.

2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Court.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexander Buildings. [580]  
Hongkong, 16th May, 1915.

## TO LET.

## HOUSES in CLIFTON GARDENS.

Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

38, THE PEAK "THE RETREAT."

25, WONG-NEI-CHONG ROAD.

GODOWNS, New Praya, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [38]  
Hongkong, 1st April, 1915.

## TO LET.

OFFICES in St. George's Building

Second Floor, Overlooking Harbour

Immediate possession.

Apply to—SHEWAN, TOMES & Co. [39]  
Hongkong, 3rd December, 1914.

## TO LET.

THE GROUND FLOOR of No. 6, DES VUEX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—DAVID SASSOON & Co., Ltd. [272]  
Hongkong, 10th February, 1915.

## QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 3, Lee House Street.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [35]  
Hongkong, 1st March, 1915.

## INTIMATION

## stands for Excellent, and anyone

## who drinks our E. PORT. E

## SHERRY, E WHISKY

## or E BRANDY can be in

no doubt that the letter E signifies excellence of a high order

and good value for money. By

buying in bulk from the very best

firms, and bottling ourselves, we are

able to give our customers better

value for money than we could by

importing the same thing by the

case. There is an old saying "Wines

mature in bottle, Spirits in cask."

That is the *raison d'être* of

our magnificent wine vaults, which

challenge comparison with anything

of the kind not only in Hongkong

but the Far East. There our wines

are bottled off soon after they arrive,

but our spirits, except for a small

stock to meet daily requirements,

are kept in wood. That is why our

spirits improve in quality, and

spirits imported in case do not. Our

customers get the benefit of that

increment in value, as we charge

nothing for it. We cordially invite

our customers to pay a visit of

inspection to our wine vaults, and

satisfy themselves that the above is

no idle newspaper puff.

## A. S. WATSON &amp; CO., LTD.

## WINE &amp; SPIRIT MERCHANTS.

Hongkong Office: 10a, Des Vaux Road C.

London Office: 131, FLEET STREET, E.C.

## The Daily Press.

Hongkong, June 2nd, 1915.

## "THE BLINKERS ARE OFF."

SEVERAL telegrams relating to the war

published during the past month must

have indicated to many readers a some-

what sudden change in the policy of the

Censorship of news from the battlefield.

The first indication of this appeared in

a lengthy telegram received about a

month ago which described in some

detail the battle of Neuve Chapelle.

The latest Home papers received

throw a little light on the change.

Just previous to the publication of the

brilliant narrative of which our telegram

is a summary, Mr. AUSTEN CHAMBERLAIN

in a public speech at Birmingham had

bitterly attacked the methods of the

Press Censorship. "News may be good

or bad," he said, "but no Government

understands our people which thinks that

they will do good work by keeping back

bad news. We have gone through bad

times before, and the worse the times were

the higher the spirit of our people rose.

The greater the necessity you show them

for exertion the greater the exertion they

will make. If I plead that where no

military necessity exists bad news should

not be withheld, I plead, too, that we

may have some greater and some fuller

knowledge of the gallant and historic

deeds of the regiments with which our

city and the surrounding counties are

associated. I am profoundly convinced

that secrecy has been, and is being,

carried to an extent which is detrimental

to the best interests of our country.

Any Government which tries to ride this

country in blinkers will never get the

best out of its mount." Lord Curzon

had been speaking much in the same

strain. Then, as if by way of coposition

or retort, one fine morning the brilliant

account of the battle of Neuve Chapelle,

which we make no excuse for publishing

in *extenso* in this issue, was flashed upon

a startled public. One of the London

newspapers commenting on it said:—

"We confess that we gasped for breath

at the insensitively reckless fashion in which

the names of British regiments are men-

tioned. For nine months it has been high

treason to whisper the name of a

regiment. Suddenly, without warning,

the policy of the anonymous regiments is

thrown to the winds; and we are present-

ed with an old-fashioned bit of war corres-

pondence, in which the gallantry of our

fanous regiments is published to the

world, without any regard for the use

which the Germans will make of the



# THE WAR.

## PROGRESS ON ALL FRONTS.

### SUCCESS OF RUSSIAN OFFENSIVE.

### LARGE TURKISH FORCES ROUTED.

### AMERICA AND GERMANY.

### NATIONAL SERVICE IN ENGLAND?

#### THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

#### FIGHTING IN GALLIOLI. TURKS ROUTED WITH HEAVY LOSS.

LONDON, May 31st.

The Official Press Bureau announces:—The British on the 28th May detected Turkish engineers mining in the Peninsula, whereupon we exploded a counter-mine most successfully. The Turks in the evening got a footing in the vacant trenches. We counter-attacked with the bayonet, and captured the firing trenches, whereupon the Turks in the support trenches surrendered.

Meanwhile heavy columns of the enemy advanced, being visible in the bright moonlight to our gunners, who opened a crossfire which was most accurate, the ranges being known, resulting in the demoralisation of the Turks. Their second line of bomb-throwers were bombed first, completing the rout. The enemy's losses were at least 2,000. Ours were 300.

The Turks on the next night made two counter-attacks, which were easily repulsed.

The French, on the night of the 28th inst., captured an important redoubt on the extreme left of the Turkish line, and consolidated the position. A Turkish counter-attack was checked. An artillery attack on another French Division was also defeated.

#### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### MORE PROGRESS IN ARRAS.

PARIS, June 1st.

The evening communiqué says:—North of Arras we made fresh progress, and captured a mill and trenches on the Souchez-Carency road.

A German counter-attack in the vicinity of the Labyrinth was repulsed. There have been artillery duels on the Yser and at Bois-le-Pretre.

#### EASILY REPULSED.

PARIS, June 1st.

To-day's communiqué states:—We easily repulsed an attack in the Lorette district.

#### ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### ITALIAN AIRSHIP ATTACKS POLA.

ROME, May 31st.

It is officially stated that an Italian dirigible flew over Pola (the Austrian naval depot) and threw bombs on the railway station, a petrol depot, and the Arsenal, where a conflagration broke out. The airship returned safely, despite fire from anti-aircraft guns.

#### ITALIAN DESTROYERS BOMBARD AUSTRIAN DOCKYARD.

ROME, May 31st.

It is officially stated that a flotilla of destroyers bombarded the dockyard at Monte Falcone, doing serious damage and sinking a number of grain-laden boats. The destroyers were not damaged.

#### DEATH OF A NOTED POLO PLAYER.

LONDON, June 1st.

Captain Noel Edwards, the international polo player, has died of gas poisoning.

#### GENERAL.

[THROUGH REUTER'S AGENCY.]

#### GERMANY'S REPLY TO AMERICAN NOTE. WHOLESALE CONDEMNATION.

NEW YORK, June 1st.

The New York Herald, commenting on Germany's reply to the American Note re the sinking of the Lusitania, says:—In the case of Germany versus Civilization, the United States holds a brief for Civilization. Germany must respect the rights of non-combatants. The United States will not be diverted from her duty by quibbling.

The World says:—The Note is worse than evasive; it is insincere, even pettifoggery. Germany contends that the Lusitania is a warship in the same way as she contended that Louvain University and Rheims Cathedral were fortifications. Other newspapers say the Note is an "amazing insult," and that there is nothing left but to sever diplomatic relations. They demand that the next step shall bring Germany to her senses.

#### AMERICA DISAPPOINTED. POSITION SAID TO BE GRAVE.

WASHINGTON, June 1st.

There is great disappointment at Germany's answer to the American Note in regard to the sinking of the Lusitania, especially the failure to mention the United States' demand. There is little concealment anywhere that the situation is grave. It is stated that President Wilson will reply within forty-eight hours.

#### AN UNCENSORED LETTER. THE "TIMES" PROSECUTED.

LONDON, June 1st.

The Times has been prosecuted under the Defence of the Realm Act for publishing an uncensored letter from Major Richardson, the noted trainer of bloodhounds, headed "The need for Compulsion." The letter said that raw recruits were being called out in France while scores of able-bodied men in England were complacently doing nothing.

Mr. Bodkin, the Treasury Counsel, said the letter was calculated to suggest to Frenchmen the absolutely false impression that complete indifference regarding the war existed in Great Britain.

#### RUMANIA AND THE WAR.

SOFIA, June 1st.

The Bulgarian Minister to Bucharest has arrived here to report on the situation in Rumania, and to receive instructions as to Bulgaria's attitude in the case of an eventual entente with Rumania who is reported to have made overtures to that end.

A Rome telegram says the transfer to Berlin of the Bulgarian Minister for Rome, who is pro-German, is regarded as indicative of a Bulgarian rapprochement with the Triple Entente. There have been great pro-Italian demonstrations in Sofia.

#### THE KING OF GREECE. SATISFACTORY BULLETIN.

ATHENS, June 1st.

German and Austrian specialists have arrived at Athens, and have issued a bulletin to the effect that the King's condition is satisfactory, and there is now very little fever.

#### NATIONAL SERVICE. TOPIC OF THE HOUR IN ENGLAND.

LONDON, June 1st.

The papers are devoting much space to the question of national service.

The Conservative papers are practically unanimously in favour of the measure, and a section of the Liberal Press is likewise advocating it.

The Daily News, Daily Chronicle, Star and Economist, however, continue to oppose the idea.

The Times publishes columns of correspondence on "the topic of the hour," including a letter from Lord Deans, pointing out the successful precedent of Australia, where the measure was essentially democratic.

The Right Hon. Sir Joseph West Ridgeway suggests that compulsion should be applicable to Home defence only, otherwise it might divide the nation.

Mr. Harold Cox, who was a former opponent of national service, points out that pre-war conditions no longer exist, and he urges Parliament to arm the Government with compulsory powers.

#### A HOLIDAY FOR SIR E. GREY.

LONDON, May 31st.

It is officially announced that Sir Edward Grey, Secretary of State for Foreign Affairs, will take a short holiday to rest his eyesight. The Marquis of Crevo temporarily takes up duties as Foreign Secretary, and the Marquis of Lansdowne has consented to assist.

#### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### BATTLE OF THE SAN.

#### REMARKABLE TURN OF THE TIDE.

PETROGRAD, May 31st.

The communiqué issued to-night is most important. It says:—

The Battle of the San is developing in our favour. We successfully assumed the offensive, and on Sunday night crossed the river at Lubaczowka and occupied the village, inflicting heavy losses on the enemy.

The German offensive along the front formed by Jaroslav and Radymno to the eastward has been stopped by our fire. All hostile attacks beyond the Dnieper have been repulsed with heavy losses. We assumed a resolute offensive on Saturday night with great success.

We have captured already over 7,000 prisoners and 30 quick-firers along this front, and the enemy has begun a disorderly retreat.

#### RUSSIANS CAPTURE 9,000 PRISONERS.

PETROGRAD, June 1st.

Fighting in the Shavli district continues to our advantage. We captured on the front between the Pilica and the Upper Vistula, from the 12th May to the 24th May, 209 officers and 8,617 men.

#### THE RUSSIAN OFFENSIVE.

PETROGRAD, June 1st.

General Imanoff is developing his success. He has captured a further thousand prisoners, and a large number of field kitchens and other material, and portions of the enemy's train.

#### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

#### A BRITISH BLOCKADE.

ATHENS, June 1st.

A British blockade of the coast between the Dardanelles and the Straits of Samos is announced.

#### DEATH OF EARL JERSEY.

LONDON, June 1st.

The death is announced of the Earl of Jersey.

[The Earl was Governor-General of New South Wales 1890-93. Subsequently he was Chairman of the Light Railway Commission 1899-1903. He owned about 90,000 acres and interested himself in the work of the County Councils of Oxford and Middlesex, on both of which bodies he had a seat.]

#### OBITUARY.

LONDON, June 1st.

The death is announced of Sir Charles Crosthwaite, K.C.S.I.

[Sir Charles Haakon Todd Crosthwaite entered the Burma Civil Service in 1857 and eventually became Lieut.-Governor of the N.W. Provinces and Oudh. He was a member of the Council of India from 1895 to 1905.]

#### AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

#### ANOTHER ZEPPELIN RAID?

LONDON, June 1st.

The Press Bureau announces that Zeppelins are reported to have been seen at Ramsgate, Brentwood and certain of the outlying districts of London.

Many fires are reported, but these cannot be absolutely connected with the visits of airships.

#### THE ITALIAN NAVY.

The available Fleet of Italy consists of 14 battleships, 10 armoured cruisers, five light cruisers, three scouts, 33 destroyers, 29 torpedo-boats, or 62 torpedo craft in all, and 20 submarines. The Fleet usually in commission in the Mediterranean consists of seven battleships, divided into two squadrons, one of three "Dreadnoughts" and the other of four older ships, a training squadron of three old battleships, two squadrons of armoured cruisers, each consisting of three ships, and five light cruisers.

Dreadnoughts.	Guns.	Speed.
Andrea Doria	13 12in., 18	21 knots.
Caio Duilio	do	22
Conte di Cavour	13 12in., 18	21 knots.
Leonardo da Vinci	do	22
Giulio Cesare	do	22
Dante Alighieri	12 12in., 20	21 knots.

Battleships.	Guns.	Speed.
Roma	2 12in., 12	18 knots.
Napoli	do	18
V. Emanuele III.	do	22
R. Elena	do	22
R. Margherita	4 12in., 4	20
Benedetto Brin	do	20
A. D. St. Bon	4 10in., 8	18
E. Filiberto	do	18

Armoured Cruisers.	Guns.	Speed.
San Marco	4 10in., 8	21 knots.
San Giorgio	do	22
Amalfi	do	22
Pisa	do	22
F. Ferruccio	1 10in., 8	21 knots.

Light Cruisers.	Guns.	Speed.
Varese	14 6in., 10	20
G. Garibaldi	do	20
Carlo Alberto	12 6in., 6	19
Vittorio Pisani	do	19
Marco Polo	6 6in., 10	19

Three small protected cruisers and four older protected cruisers detailed for parenthesis duties, and two old light cruisers; three modern scouts; a mine-laying squadron of torpedo-gun-boats; 33 destroyers, and 13 building; a remarkably large number for this class of boat. There is a number of older torpedo-boats which are probably of no fighting value. There are 20 submarines and a number building. It will be observed that the Italian Navy is deficient in cruisers, but has a powerful force of torpedo craft. The light cruisers are under construction. The personnel of the Navy is being increased to 3,000. The new destroyers have attained a speed of over 33 knots, one of them reaching 37 knots. Three destroyers are projected which are to be of 1,000 tons displacement, carrying ten 4-inch guns and two double torpedo tubes, with a speed of 35 knots.

#### ANOTHER GERMAN TRICK.

The Imperial Merchant Service Guild have received the following important report from a member serving in one of the fast cross-channel steamers, and they deem it desirable that publicity should be given to it as a warning to those commanding and offering our merchant vessels:—

It is very pleasing to see that the British ships are holding their own against submarines. The Germans in charge of these craft must have the surprise of their lives when they see ships head for them at full speed. Last Friday night, whilst on a voyage from Southampton for St. Malo, and when about mid-channel we were slowly overhauling a steamer carrying full regulation lights, but a very powerful stern light. Times like these such a powerful light made me suspicious. (I must mention we were only carrying single lights). When about two miles distant the steamer started calling up on Morse Lamp; but we did not answer. After a short interval "Want Assistance" was spelt out very slowly. The dots were long and the dashes very long; in fact just like a foreigner would signal. We switched off our lights and turned around to stare away from her. We noticed two other steamers in the distance. If a ship was really in distress there would be rockets fired, blue lights shown, whistle blowing, and various other means of making known that she was in want of help. She was a vessel of some speed. We were sailing sixteen, and before we turned around we tried to get ahead of her, but could not change the bearing. Our belief is that she was a decoy ship trying to lure us to steam close and ease down, then the submarine could do her deadly work easier, as I think they have learned that the cross channel steamers are a little too fast for them.

#### COIN SWEATING.

The Bank of Communications, says a Chinese contemporary, has reported to the Wuchang Financial Commission that many of the new silver coins have been found light in weight due to the operations of bad characters who lessen the weight by chemical process in order to reap illegal profit from the practice. The loss on each silver dollar varies from five to ten cents, and as this is very detrimental to its circulation in the market, the officials should devise means to prevent this illicit process and at the same time bring the evil-doers to punishment.

#### MR. ASQUITH AS PRIME MINISTER.

#### SEVEN YEARS' RECORD.

Mr. Asquith has been Prime Minister without a break for a longer period than any other statesman since the Reform Act. His nearest competitor is the late Marquis of Salisbury, whose third and last Premiership extended over seven years and sixteen days. That is the record which Mr. Asquith equals to-day.

It was on June 21st, 1895, that the fate of the first and only Rosebery Administration was sealed. Sir Henry Campbell-Bannerman, in laying the Army Estimates before the House of Commons, announced the approaching retirement of the Duke of Cambridge as Commander-in-Chief, and indicated the arrangements which the Government proposed to make when appointing a successor. Mr. Brodric, now Viscount Middleton, moved an amendment in order to call attention to the inadequacy of the store of small arms ammunition. There was a thin attendance at Westminster, and few people expected an important division. Great was the surprise, therefore, when the Government were beaten by seven votes. Lord Rosebery at once resigned, and on June 23rd Lord Salisbury was sent for by Queen Victoria.

#### LORD SALISBURY IN POWER.

On June 23rd Lord Salisbury kissed hands on his appointment as Prime Minister, and then formed the first Unionist Government. Mr. Balfour was First Lord of the Treasury and leader of the House of Commons, and places were found in the Cabinet for the Duke of Devonshire, Mr. Chamberlain, and Mr. Goschen, as Lord President of the Council, Colonial Secretary, and First Lord of the Admiralty respectively. The Ministry made it clear that their immediate policy was dissolution pure and simple. At the General Election the Liberal Party was completely routed, the Unionists obtaining a solid majority of 162 votes over Radicals and Irish Nationalists combined. That Parliament was dissolved in September, 1900, on the near conclusion of the South African War, and the appeal to the country improved the position of the Government. Lord Salisbury remained in power until July 11th, 1902, when he resigned owing to bad health, having as already stated, been at the head of the affairs for seven years and sixteen days.

His successor, Mr. Balfour, continued in office until December, 1905, when the Radicals were returned to power with Sir Henry Campbell-Bannerman as Premier, Mr. Asquith as Chancellor of the Exchequer, and Mr. Lloyd George as President of the Board of Trade. Mr. Churchill only got an Under-Secretaryship. In April, 1908, Sir Henry Campbell-Bannerman died, and on the 28th of that month Mr. Asquith took his place, travelling to Biarritz, where King Edward was staying, to kiss hands on appointment as Prime Minister. That was seven years and sixteen days ago to-day, so that to-morrow Lord Salisbury's record will be beaten.

#### WALPOLE AND PITT.

During the last two centuries there have been fifty-six Prime Ministers in this country. As to duration of power, Robert Walpole (1721) carries off the palm, having been in office 20 years and 283 days. William Pitt (1783) comes next with 17 years and 79 days, the Earl of Liverpool (1812) third with 14 years and 39 days, Lord North (1782) fourth with 12 years and 48 days, and Henry Pelham (1744) fifth with 8 years and 22 days. The table of the Administrations beginning with the year 1801 may prove interesting:

Date.	Prime Minister.	Duration.
1801 Mar. 17	Henry Addington	T. 3 55
1804 May 15	William Pitt	T. 1 233
1806 Feb. 11	Lord Grenville	T. 1 3
1807 Mar. 31	Duke of Portland	T. 2 243
1809 Dec. 2	Spencer Perceval	T. 2 161
1812 June 9	Earl of Liverpool	T. 14 39
1827 Apr. 24	George Canning	T. 1 108
1827 Sep. 5	Viscount Goderich	T. 1 125
1828 Jan. 25	Duke of Wellington	T. 2 205
1829 Nov. 22	Earl Grey	T. 3 236
1834 July 18	Viscount Melbourne	T. 1 123
1835 Dec. 26	Sir Robert Peel	T. 1 108
1845 Apr. 18	Viscount Melbourne	T. 0 144
1846 Sep. 6	Sir Robert Peel	T. 0 236
1846 July 8	Lord John Russell	T. 5 233
1852 Feb. 27	Earl of Derby	T. 2 33
1852 Dec. 28	Earl of Aberdeen	T. 3 10
1855 Feb. 10	Viscount Palmerston	T. 1 306
1858 Feb. 25	Earl of Derby	T. 1 106
1859 June 18	Viscount Palmerston	T. 6 122
1865 Nov. 6	Earl Russell	T. 1 232
1866 July 6	Earl of Derby	T. 1 234
1868 Feb. 27	Benjamin Disraeli	T. 2 270
1868 Dec. 9	W. E. Gladstone	T. 5 70
1874 Feb. 21	Earl of Beaconsfield	T. 6 69
1880 Apr. 25	W. E. Gladstone	T. 5 56
1885 June 24	Marquis of Salisbury	T. 2 221
1886 Feb. 4	W. E. Gladstone	T. 6 175
1886 July 26	Marquis of Salisbury	T. 6 23
1892 Aug. 18	W. E. Gladstone	T. 1 106
1894 Mar. 3	Earl of Rosebery	T. 1 118
1895 June 25	Marquis of Salisbury	T. 7 16
1902 July 12	A. J. Balfour	T. 3 162
1905 Dec. 5	Sir H. Campbell	T. 2 122
1908 Apr. 8	H. H. Asquith	T. 1 1
T. Tory	W. H. L. Liberal	C. Conservative

With regard to the Ministries of the last eighty or ninety years, it will be observed that Lord Salisbury, who was Premier three times, held office for thirteen years and 280 days, while Mr. Gladstone, who headed four Administrations, was only in power twelve years and 131 days altogether. Mr. Disraeli, with two Governments to his credit, was in office six years and 338 days; Lord Palmerston, two, nine years and 133 days; Sir Robert Peel, two, five years and thirty-nine days; and the Earl of Derby, three, three years and 288 days.

#### THE FULL OUTPUT.

#### WARNING BY LORD DERBY.

#### FUTURE OF RECRUITING.

MANCHESTER, April 27th.

A grave warning against undue optimism about Great Britain's position in the war was uttered by Lord Derby here to-day in a recruiting speech to representative employers and shopkeepers called at the instance of the Home Office. In a weighty passage Lord Derby answered the Prime Minister's speech at Newcastle, and said that the statement that the war operations were not being delayed by lack of war munitions was absolutely opposed to facts. He had Lord Kitchener's authority for saying that he asked that the recruiting efforts should be maintained, and that the time would come—sooner, perhaps, than most people expected—when he would ask for additional and redoubled effort. Lord Derby thought that there would be a compulsory demand on the services of the country.

Lord Derby said that the war was being fought at a distance, and people did not seem to realize what tremendous things were happening. That was a most dangerous sign. People did not realize how critical the position actually was. At present it was not on the advance but on the defence that we were acting, and we had had to fall back. Certain speeches had lately been made which were thought to justify a certain amount of optimism. He would say perfectly frankly what he thought about two of those speeches.

Lord Derby continued:—"I am opposed to the present Government in politics, but I do not think any one of them can say for me moment that I have not been a loyal and wholehearted supporter of anything they have put forward during the war. If I criticize, it is a criticism because I feel deeply on the point. Loyalty may be strained too far, and my acquiescence in a matter may be taken to mean that I agree with it. When Mr. Asquith made that speech at Newcastle—a speech that was very much given to inspire people—I must say I looked forward to its effects on the ordinary intelligent man in the street. I do not pretend to have more intelligence than the man in the street, and I hope that I have not less, but I think I represent his view when I say that Mr. Asquith's speech at Newcastle gave England to understand that, so far as munitions of war were concerned, we were doing very well, and that the war operations have not been delayed owing to a lack of munitions. Now I say that it is absolutely and perfectly opposed to the facts. There is not a single man in the Army or, I believe, in the War Office who would support that view. I do not say for one moment that there has not been a great improvement and that there has not been hard and excellent work on the part of those turning out munitions.

#### LORD KITCHENER'S ANSWER.

I asked Lord Kitchener myself not 24 hours ago whether he wanted more munitions of war. His answer was a tactful one, and he did not put himself in opposition to anybody. What he told me was this—and I have his authority for quoting it—that the demand for munitions of war is absolutely unlimited, and is not confined to shells, but is for small ammunition, and the more he gets the more men he will be able to put into the field.

Reading between the lines, you will see that optimism as regards the output of munitions of war is not as justifiable as some people would have us believe.

Referring to Mr. Lloyd George's speech, in which he spoke of our 35 divisions, Lord Derby thought people were wrong in regarding that speech as too optimistic. He considered that it was perfectly right to speak of the wonderful work that Lord Kitchener had done in organizing a force of 35 divisions fighting all over the world. Mr. Lloyd George has also said that Lord Kitchener was satisfied with the rate of recruiting. He was perfectly justified in saying he was satisfied for the moment, but that did not mean that the rate of recruiting could not and ought not to be increased. Again, he had Lord Kitchener's authority for saying that he asked that the recruiting efforts should be maintained, and that the time would come—sooner, perhaps, than most people expected—when he would ask for additional and redoubled efforts.

That seemed to mean that in a very short time they would have made to them an appeal which none of them would be able to say nay to. He thought that there would be a compulsory demand on the services of this country. Employers of labour would not only be doing a patriotic thing in helping recruiting by freeing as many men as possible at once, but they would be able to reorganize their business at leisure instead of having to hurry over it when the time of emergency came.

#### KISSED BY JOFFRE.

The Carmaux correspondent of The Mail sends an extract from a letter written by Sergeant Henri Calpaup, of the 15th Infantry Regiment, who during the battle at Ypres, with his section, withstood repeated attacks by an enemy company, and was awarded the military medal by General Joffre. Sergeant Calpaup says that in presenting the medals General Joffre had a pleasant word for everyone. He said to the sergeant: "You are very young to get the military medal." The sergeant replied: "I am twenty-three, General." "Twenty-three!" echoed the General.



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## HONGKONG TIDE TABLE

From 2nd to 8th June.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong. Mean Time	Height ft. in.	H'kong. Mean Time	Height ft. in.
Wed.	2	h. m. 11.47	3.8	h. m. 4.26	3.8
Thurs.	3	h. m. 11.31	3.9	h. m. 4.26	3.8
Fri.	4	h. m. 11.15	4.0	h. m. 4.26	3.8
Satur.	5	h. m. 10.59	4.1	h. m. 4.26	3.8
Sun.	6	h. m. 10.43	4.2	h. m. 4.26	3.8
Mon.	7	h. m. 10.27	4.3	h. m. 4.26	3.8
Tues.	8	h. m. 10.11	4.4	h. m. 4.26	3.8

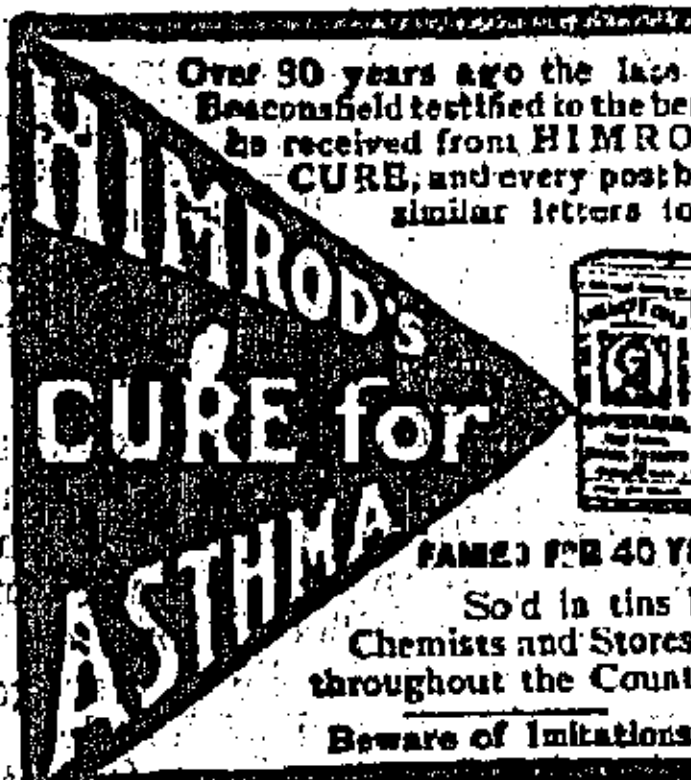


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## WEATHER REPORT.

On the 1st at 11.25 a.m.—No returns from Indo-China.  
Pressure has increased at all Stations, especially over the northern part of the area; it is highest over the Sea of Japan and appears to be relatively low over Annam and the adjacent portion of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.  
The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST
Hongkong & Neighbourhood.	E. & S.E. winds, moderate; fine generally.
Formosa Channel.	No. 1.
South coast of China between Hongkong and Lamock.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.

## CHINA COAST METEOROLOGICAL REGISTER.

1st JUNE A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Wind.	Weather.
Vladivostok	7 a.	29.97	—	—	—	—	—	—
Nemuro	6 a.	29.97	—	—	—	—	—	—
Hakodate	30.01	—	—	—	—	—	—	—
Kobe	29.98	—	—	—	—	—	—	—
Kochi	29.98	—	—	—	—	—	—	—
Nagasaki	29.98	—	—	—	—	—	—	—
Kagoshima	29.98	—	—	—	—	—	—	—
Oshima	29.81	—	—	—	—	—	—	—
Naha	29.79	—	—	—	—	—	—	—
Ishijima	29.82	—	—	—	—	—	—	—
Sonina Is.	29.89	—	—	—	—	—	—	—
Chofoo	29.69	60	82	—	—	—	—	—
Weihaewai	—	—	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—	—
Shanghai	29.84	68	98	—	—	—	—	—
Amoy	29.80	67	95	—	—	—	—	—
Swatow	29.78	70	95	—	—	—	—	—
Taihook	29.78	70	95	—	—	—	—	—
Taihu	29.78	70	95	—	—	—	—	—
Taiwan	29.78	70	95	—	—	—	—	—
Koshan	29.78	70	95	—	—	—	—	—
Pescadore	29.78	70	95	—	—	—	—	—
Canton	29.78	70	95	—	—	—	—	—
Hongkong	29.78	70	95	—	—	—	—	—
Gap Rock	29.78	70	95	—	—	—	—	—
Macao	29.78	70	95	—	—	—	—	—
Wanchow	29.78	70	95	—	—	—	—	—
Hikohow	—	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—	—
Phu Lien	—	—	—	—	—	—	—	—
Tourane	—	—	—	—	—	—	—	—
Oape St. James	—	—	—	—	—	—	—	—
Apurri	29.75	77	92	—	—	—	—	—
Dagupan	29.73	72	91	—	—	—	—	—
Manila	29.73	72	91	—	—	—	—	—
Legaspi	29.73	72	91	—	—	—	—	—
San Francisco	29.73	72	91	—	—	—	—	—
Hilo	29.73	72	91	—	—	—	—	—
Sanigo	29.73	72	91	—	—	—	—	—
Lahuan	29.73	72	91	—	—	—	—	—

C. W. JEFFRIES, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.  
2 TEMPERATURE, in the shade, in degrees Fahrenheit.  
3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.  
4 DIRECTION OF WIND, to two points.  
5 FORCE OF WIND, according to Beaufort Scale.  
6 STATE OF WEATHER, in blue sky, a detached cloud, a drizzling rain, fog, gloomy, hazy, lightning, a overcast, p. passing showers, a squall, rain, a snow, a thunder, a visibility, a dew (wet) 7 RAIN, in inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 1st.

Barometer	Thermometer	Humidity	Wind Direction	Force	Weather	Rain
29.68	83	85	East	1	—	—
29.77	78	91	East	4	—	—
29.81	82	85	East	—	—	—

Highest open air Temperature on 21st — 84  
Lowest open air Temperature on 21st — 77

## FULL STORY OF NEUVE CHAPELLE.

A BRILLIANT NARRATIVE.

DEEDS OF THE REGIMENTS.

HEROIC INCIDENTS OF THE BATTLE.

The London News Agency received from a correspondent last month the following description of the battle of Neuve Chapelle, the first full and independent account of the four days' battle to reach England. It shows how, after the success of the first bombardment and the first rush, the British advance beyond the village was stayed by the infantry encountering sections of barbed-wire entanglements which the artillery fire had failed to break up; how under the fire of machine guns our men fell tearing at the wire with their hands; and how thick weather after the first day prevented the artillery from opening the way to the ridge towards Lille. It shows also how German reinforcements were hurried up so recklessly that they in turn were mown down by the British machine guns. The writer puts the German loss at nearly twice as high as the British.

THE DAWN THAT BROKE THROUGH A veil of clouds on the morning of Wednesday, March 10th, seemed as any other to the Germans behind the white and blue sandbags in their long line of trenches, cutting in a semi-circle about the battered village of Neuve Chapelle. For five months they had remained undisputed masters of the positions they had here wrested from the British in October. Enclosed in their comfortably-arranged trenches, with a thin outpost in their fire trenches, they had watched day succeed day and night succeed night without the least variation from the monotony of trench warfare.

For weeks past the German airmen had grown strangely shy. On this Wednesday morning none were aloft to spy out the strange doings which, as dawn broke, might have been decided on the desolate roads behind the British lines. From two o'clock of the preceding evening, endless files of men marched silently down the roads leading towards the German positions, through Laventie and Richebourg St. Vaast, poor shattered villages of the dead. Watch the troops as they go by. Here come Indians, dark faces beneath slouch hats, kukris slung behind their waists. Not Gurkhas these—they are farther down the road—but Garhwals, a tribe akin, of similar cast of face, with a strong Mongolian strain, but men of sturdier build. Here are the Leicesters, "the Tigers," as they call them from their badge, here Territorials of the Royal Fusiliers, here the Lincolns and the Berks, the silver cross of the Rifle Brigade, the star and hagle of the Scottish Rifles, the Black Watch in their bonnets, the Northants, and the Worcesters, heroes of Ypres. Halted by the roadside are the Middlesex, the West Yorks, the Devons; every burr of Britain from Land's End to John O'Groats is heard on these deserted highways.

THE PLAN OF ATTACK.

Two days before, a quiet room, where Nelson's Prayer stands on the mantelpiece, saw the ripening of the plans that sent these sturdy sons of Britain's four kingdoms marching all through the night. Sir John French met the army corps commanders and unfolded to them his plans for the offensive of the British army against the German line at Neuve Chapelle.

The onslaught was to be a surprise. That was its essence. The Germans were to be battered with artillery, then rushed before they recovered their wits. We had thirty-six clear hours before us. Thus long, it was reckoned (with complete accuracy, as afterwards appeared), must elapse before the Germans, whose line before us had been weakened, could rush up reinforcements. To ensure the enemy being pinned down right and left of the "great push" an attack was to be delivered north and south of the main thrust simultaneously with the assault on Neuve Chapelle.

To understand the importance of Neuve Chapelle it is necessary to glance at the conformation of the ground. Just beyond the village the flatness of the plain is broken, and the land begins to rise gently towards a ridge running in a horseshoe from Aubers to Hilles—both in German hands. There is a plateau between. From this ridge the ground descends again to where Lille, Reuniaux, and Tourcoing, three of the richest cities of France (now in German occupation), lie together in the plain. He who would gain the ridge must first carry the village of Neuve Chapelle.

The attack on the whole German position was entrusted to the Indian Corps on the right and the Fourth Army Corps on the centre and on the left. After the first line of German trenches, in some places only 80 yards distant from ours, had been captured, the ground was to be consolidated, i.e., put in a state of defence—and the Indians were to sweep on to the Bois du Biez, whilst the Fourth Corps, attacking from the west and north-west, were to occupy the village and then press on towards the ridge.

ARTILLERY PREPARATION.

The whole experience of this war has gone to show that infantry cannot advance against machine-guns defended by barbed wire entanglements. A machine gun, firing 600 shots a minute, can reap down advancing infantry like ripe corn. A great general has truly said that two men with a machine gun can hold up a brigade. Concentrated artillery fire is therefore the indispensable preliminary to an offensive in the present trench warfare. That is why guns and shells are needed, as many as possible, and that is why the strikes which delay their production are so fiercely resented by our army in the field.

war has yet seen. The battalions which were to open the attack were by now wedged together in trenches and ditches waiting for the first gun to give the signal of battle. Behind their sandbags, a white line just visible in the half light before dawn, the Germans kept watch, unconscious of the inferno about to break loose on them. Not all were unconscious. Prisoners taken in the fight relate that in one section of the German trenches a captain became aware of unusual movement in the British lines opposite him and soon discovered that the enemy trenches were full of men. He sent an urgent message back to his artillery requesting the battery commander to open fire. The latter replied politely that he had strict injunctions not to open fire without express orders from the Corps Commander.

Also "bedauern sehr." Of a sudden the deep boom of a British gun struck on the ears of our waiting troops. But the bombardment was not yet. For an hour or two the guns boomed intermittently, "registering," as it is called—that is, nipping sure of their respective ranges rather like a cricketeer having a few balls at the nets before he goes in to bat. Then dawn broke softly, the shadows melted, and the clouds drifted away and here and there a British aeroplane sallied pluckily forth over the German lines, to be greeted by white balls of shrapnel smoke hanging motionless in the clear morning air.

Our troops are in magnificent form. During the night hot coffee has been served all round. Some have had a warm supper. No one thinks of breakfast now. Many regiments have discarded overcoats. The sun, stealing along the line, glints off the points of bayonets fixed "for business."

Every man of those waiting thousands knows what stands before him, knows that when the guns have had their say for five and thirty minutes, he will be out in the open making for the blue and white line in front of him as hard as he can pelt. God! How the time drags! The aeroplane glitters aloft. Here and there a bird sings. Subalterns are glancing at their watches.

Then hell broke loose. With a mighty, hideous, screaming burst of noise, hundreds of guns spoke. The men in the front trenches were deafened by the sharp reports of the field-guns spitting out their shells at close range to cut through the German's barbed wire entanglements. In some cases the trajectory of these vicious missiles was so flat that they passed only a few feet above the British trenches.

The din was continuous. An officer who had the curious idea of putting his ear to the ground said it was as though the earth were being smitten great blows with a Titan's hammer. After the first few shells had plunged screaming amid clouds of earth and dust into the German trenches, a dense pall of smoke hung over the German lines. The sickening fumes of lyddite blew back into the British trenches. In some places the troops were smothered in earth and dust or even spattered with blood from the hideous fragments of human bodies that went hurtling through the air. At one point the upper half of a German officer, his cap crumpled on his head, was blown into one of our trenches.

THE ASSAULT.

Words will never convey any adequate idea of the horror of those five and thirty minutes. When the hands of the officers' watches pointed to five minutes past 8, whistles resounded along the British lines. At the same moment the shells began to burst farther ahead, for, by previous arrangement, the gunners, lengthening their fuses, were "lifting" us on to the village of Neuve Chapelle so as to leave the road open for our infantry to rush in and finish what the guns had begun.

The shells were now falling thick among the houses of Neuve Chapelle, a confused mass of buildings seen reddish through the pillars of smoke and flying earth and dust. At the sound of the whistle—alas! for the bugle, once the herald of victory, now banished from the fray—our men scrambled out of the trenches and hurried higgledy-piggledy into the open. Their officers were in front. Many, wearing overcoats and carrying rifles with fixed bayonets, closely resembled their men.

It was from the centre of our attacking line that the assault was pressed home soonest. The guns had done their work well. The trenches were blown to irreconizable pits dotted with dead. The barbed wire had been cut like so much twine. Starting from the Rue Tilleley the Lincolns and the Berks were off the mark first, with orders to sweep to right and left respectively as soon as they had captured the first line of trenches, in order to let the Royal Irish Rifles and the Rifle Brigade through to the village. The Germans left alive in the trenches, half demented with fright, surrounded by a welter of dead and dying men, mostly surrendered. The Berks were opposed with the utmost gallantry by two German officers who had remained alone in a trench serving a machine gun. But the lads from Berkshire made their way into that trench and bayoneted the Germans where they stood, fighting to the last. The Lincolns, against desperate resistance, eventually occupied their section of the trench and then waited for the Irishmen and the Rifle Brigade to come and take the village ahead of them.

Meanwhile the 2nd and 29th Garhwals on the right had taken their trenches with a rush and were away towards the village and the Bois du Biez.

Things had moved so fast that by the time the troops were ready to advance against the village the artillery had not finished its work. So, while the Lincolns and the Berks assembled the prisoners who were trooping out of the trenches in all directions, the infantry on whom devolved the honour of capturing the village waited. One saw them standing out in the open, laughing and cracking jokes amid the terrific din made by the huge howitzer shells screaming overhead and hurrying in the village, the rattle of machine-guns all along the line, and the popping of rifles. Over to the right, where the Garhwals had been working with the bayonet, men were shouting hoarsely and wounded were groaning as

the stretcher-bearers, all heedless of bullets, moved swiftly to and fro over the shell-torn ground.

CAPTURE OF THE VILLAGE.

There was bloody work in the village of Neuve Chapelle. The capture of a place at the bayonet point is generally a grim business in which instant, unconditional surrender is the only means by which bloodshed, a deal of bloodshed, can be prevented. If there is individual resistance here and there the attacking troops cannot discriminate. They must go through slaying as they go such as oppose them. (The Germans have a monopoly of the finishing-off of wounded men), otherwise the enemy's resistance would be sniped and enfiladed from hastily prepared strongholds and half a dozen different points.

The village was a sight that the men say they will never forget. It looked as if an earthquake had struck it. The published photographs do not give any idea of the indescribable mass of ruins to which our guns reduced it. The chaos is so utter that the very line of the streets is all but obliterated. Once upon a time Neuve Chapelle must have been a pretty little place, big as villages in these parts go, with a nice clean church (whence it probably got its name), some neat villas in the main streets with gaudy shutters, half a dozen *cafés*, a red brick brewery, and on the outskirts a little old white chateau.

It was indeed a scene of desolation into which the Rifle Brigade—the first regiment to enter the village—believe—raced headlong. Of the church only the bare shell remained, the interior lost to view beneath a gigantic mound of debris. The little churchyard was devastated, the very dead plucked from their graves, broken coffins and ancient bones scattered about amid the fresher dead, the slain of that morning—grey-green forms asprawl athwart the tombs. Of all that once fair village but two things remained intact—two great crucifixes reared aloft, one in the churchyard, the other over against the chateau. From the Cross that is the emblem of our faith the figure of Christ, yet intact though all pitted with bullet marks, looked down in mute agony on the slaying in the village.

The din and confusion were indescribable. Through the thick pall of shell smoke Germans were seen on all sides, some emerging half dead from cellars and dugouts, their hands above their heads, others dodging round the shattered houses, others firing from the windows, from behind cars, even from behind the overturned tombstones. Machine-guns were firing from the houses on the outskirts, rapping out their nerve-racking note above the noise of the rifles.

Many strange incidents were observed. In one cellar a portly German was found dancing about in an agony of fear, screaming in a high-pitched voice in English: "Mercy, mercy! I am married!" "Your missus won't thank us for sending you home!" retorted one of the men who took him prisoner, and his life was spared. A Rifle Brigade subaltern, falling over a sandbag into a German trench, came upon two officers, hardly more than boys, their hands above their heads. Their faces were ashen grey; they were trembling. One said gravely in good English:—"Don't shoot! I am from London also!" They, too, were mercifully used.

Just outside the village there was a scene of tremendous enthusiasm. The Rifle Brigade, smeared with dust and blood, fell in with the Third Gurkhas with whom they had been brigaded in India. The little brown men were dirty but radiant. Kukri in hand they had very thoroughly gone through some houses at the crossroad on the Rue du Bois and silenced a party of Germans who were making themselves a nuisance there with some machine guns. Riflemen and Gurkhas cheered themselves hoarse. Then they pushed on to where a fringe of scraggy trees on the horizon marked the Bois du Biez.

THE SECOND PHASE.

It is now half-past 8: the hour when folks in England are comfortably sitting down to their breakfast, when trim maids are bringing tea to the bedrooms. Neuve Chapelle is ours, but the German resistance is not broken. Only a few hundred yards from where the Riflemen and Gurkhas are fraternizing in the first flush of victory, Englishmen are traversing the last stern stages of a soldier's career in the fields, the path of death.

No easy hopes or lies. Shall bring us to our goal, But iron sacrifice Of body, will, and soul, There is but one task for all, For each one life to give, Who stands if freedom fall? Who dies if England live?

Some day, maybe, the splendid lines will be inscribed over the great graves where many of the heroes of the 1st 39th Garhwals, the Scottish Rifles, and the Second Middlesex sleep together, officers and men, dead for England, after the most terrible ordeal that many undergo. They died because, in their British way they did not know when they were beaten, and because when "Advance!" was the order, they advanced, though barbed wire and machine-guns barred the way.

When I think of their heroic death it seems to me, so tenuous were they until the end, that in distant days the peasants who cross these barren plains at night will see their pale shades in the moonlight, still hacking at the barbed wire, stabbing, smashing, falling, yes, falling all the time, before the inferno of fire belched at them by the German machine-guns.

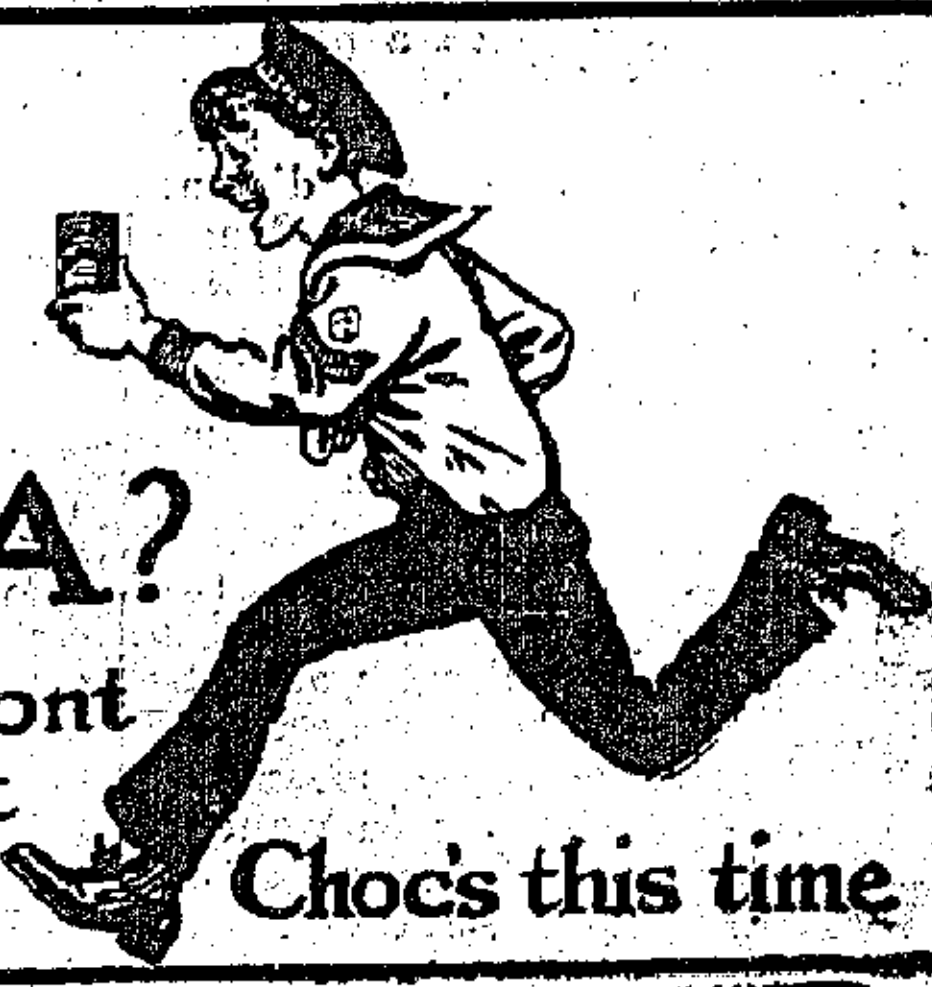
If you would hear the manner of their death, then follow me first to the extreme right of the line, to that sinister group of ruined houses known as Port Arthur. We are with the 1st 39th Garhwals, a tough regiment that showed its worth in Burma and in the Tirah campaign.

Whistles blow, the men leave their trenches. Instantly they are withered by a fearful blast of fire. The German trench is untouched. So the barbed wire, 200 yards of it. The Garhwals never waver. All the officers of the leading companies are killed, right ahead of their men. The battalion staggerers under the blast of fire, loses its direction; swings

(Continued on page 7.)

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Of course I did Mums — I don't like any other kind — An don't forget it when you make the Choc's this time



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FULL STORY OF NEUVE  
CHAPELLE.

(Continued from page 6.)

to the right, and captures, after fierce fighting with bayonet and knife, a section of trench there, only to be cut off in the upshot by the Germans in the instant trench. On their left the Leicesters have gone through with a rush. Handy men with the bayonet, hardly a man in the battalion, the 2nd, that does not do his work. So gallantly, indeed, did the "Tigers" hear themselves this day that, after the fight, the Divisional General visited them in their billets to congratulate them on the good showing they made. The Leicesters come in for fire from the German trench, which has been left intact. It is a bad gap in our attacking line, and it must be closed.

## PRODIGES OF BRAVERY.

Five of the Garhwalis' officers are dead now, killed in the first line after prodigies of bravery. In this fight the battalion is to lose 20 officers and 250 men killed and wounded. The Germans have started to shell the Garhwali trenches. But the men, though without officers, are steady. These stout little hillmen have seen their officers fall, fearlessly exposing themselves. They remember that, and it keeps them firm.

Now the Leicesters are going to effect a junction with marooned Garhwalis. A bombing party is creeping down the communication trench to pelt the Germans into the open. Cricket is good training for bomb-throwing, and the "Tigers" fling their bombs into the crowded German trenches as fast and true as though they were throwing down a wicket. As the Germans are driven out into the open they are shot or bayoneted or slashed with the kukri. The captain lays out five Germans with his revolver.

The day is wearing on. The attack has dragged badly at this point in the line. The Seaforths, with kilt flying, are dispatched to execute a flank attack on the German trench. From the front the 3rd London Regiment, a Territorial Battalion of the Royal Fusiliers, delivers a splendid charge. The men come tearing across the pitted field, striding with dead, bayonets well down cheeking as they go. They drop men as they plunge along, but who cares in such a charge under the eyes of the *file* of the Army? The Regulars cheer them as they swing past, and they carry in their hands the last German strong-hold and the gap is closed. As the sun sinks blood-red behind the grim skeleton that was once the village of Neuve Chapelle our men dig themselves in on the new line we have won between the village and the Biz Wood.

## STOPPED BY BARBED WIRE.

You who read these lines may never have heard of the Scottish Rifles, as the 2nd Battalion of the Cameronians likes to be designated. A fine, proud corps, the old 90th Light Foot, the Scottish Rifles "do not admit," as they will tell you in the accent of Lanark or of Aberdeen, but they are the only regiment in the British Army that can lay claim to three Commanders-in-Chief and two Field-Marshal. Lord Hill, Lord Wolseley, and Sir Evelyn Wood, to wit. In a few hours of martyrdom the Scottish Rifles at Neuve Chapelle showed that they have lost nothing of the spirit which won them fame at Lucknow and at Spion Kop. All their officers save one were killed or wounded, the colonel, Lieutenant-Colonel Bliss, and his adjutant falling side by side, bravely leading the first line. The losses among the men were in proportion. A hundred and fifty odd were all that their sole surviving officer, a second lieutenant of the Special Reserve, could collect after the German position had been won. But, though all their officers were gone, the men remained as steady as on parade, "moulding themselves, as one who went, all through the fight put it, "on the glorious example given them by their officers." And the Scottish Rifles showed the Germans how a Scot can handle the bayonet.

It was the Middlesex which our artillery had unaccountably missed. The right-hand leading company, "B," got through without much opposition, but "A" Company, on the left, was literally mown down by machine-gun and rifle fire. The men who remained alive from that *troupe* hardly remember anything save tearing at the barbed wire with their rifles and stamping on it. Finally, the men had to lie down in the open swept by machine-gun fire and sprayed by high explosive shrapnel that bursts with a hideous double effect—woof! woof!—while the bomb-throwers of "A" Company crept through the trench captured by "B" and eventually managed to drive the Germans out.

This attack was launched from the short piece of the Rue Tilleul, a bare, ugly highway where, with the Scottish Rifles, the Middlesex, Devons, and West Yorks were gathered. On the right of the Scots the Middlesex underwent a similarly terrible ordeal with the same unflinching bravery. In front of the section of the German line allocated to them for capture the ground dips a little, and the barbed-wire entanglements, concealed in this fold of the ground, escaped the shells of our "big" guns.

On getting out of their trenches the Middlesex were a little crowded. As they pressed forward to the attack they were suddenly swept by a diabolical fire from two machine guns posted at either end of the German trench, so as to cover with their converging fire a patch of about 200 yards' front. In this zone no man could live. But the Middlesex were men of grit. They did not stop. They got as far as the wire. They hacked at it, tore it till their hands were raw and bleeding, and their uniforms rent to tatters. From their starting-point right up to the wire they left a deep lane of their dead and dying 120 yards long, a sight so poignant that men, coming suddenly on that bloody trail, broke down and went at the sheep-pity at the undying glory of it. Three times the 2nd Middlesex tried to burst through and silence those machine guns that barked death at them.

## MIDDLESEX GAIN OBJECTIVE.

Their efforts were in vain. So the Middlesex lay down there in the open amongst their dead, amongst the whizzing bullets and the bursting shrapnel. Their colonel managed to get a message back to our guns to turn their fire again on the German trench in front, and presently our guns opened fire and destroyed the wire. In the meantime a bombing party of the Middlesex had cleared some Germans out of the environs. The Germans had been sniping from a cross-road and had signalled their readiness to surrender. On looking, however, that the bombing party consisted only of an officer and six men, they ducked down in their trench again and reopened fire. The bombing party pushed on and pelted them out into the open, where the machine-gun officer of the Middlesex was waiting for them with his Maxim.

The Middlesex were now able to get on to their objective, a large orchard north-east of the village, where serious resistance had been anticipated. The Devons got in there already and made a mine-bombing of the Germans. The Middlesex stayed and consolidated the position. All during the fighting the co-operation between the trenches and our batteries had been greatly impeded by the continual interruption of telephonic communication owing to the destruction of the wires in the incessant rain of bullets. The Signalling Corps displayed the greatest bravery in going out repeatedly into the thick of the fight to repair the wires, which were cut again almost as soon as they were mended. Artillery observation was rendered difficult owing to the fitness of the country.

The Worcesters, the East Lancs, the Sherwood Foresters, and the Northants, advancing from the Rue Tilleul, followed up the attack. The Worcesters had a fine "scrap" with the Germans in an orchard round a farmhouse due north of Neuve Chapelle, the last stronghold of the position held by the Germans. The Worcesters "had their tails up" with a vengeance. They chased the Germans up and down that muddy field like terriers after rats. They purged them with the bayonet round the trees. One German bolted into the farmhouse and was found trying to propel his portly form up the chimney. He was pulled out and made prisoner.

## THE GERMANS ON THE RUN.

By 1.30 in the afternoon village and environs were in our hands, but the advance was still delayed by the "dragging" of the brigades where the battalions had been held up by the barbed wire. The conditions were ideal for a further advance towards the Aubers Ridge. The Germans were on the run. The total demoralization of the prisoners proved that few of the dead found up to that hour were fully equipped. The prisoners were panic-stricken. They were not second-class troops, either, not pot-bellied, bespectacled Landwehr or Landsturm, but fine upstanding young Westphalians, clean, and in good uniforms. Most of the prisoners seemed heartily relieved at their capture. The Border Regiment baggage was a Prussian Colonel. He was delighted to be taken. Of his own initiative he formed up his men, bawling at them in the most approved Prussian back-sword style, and marched them off through the British lines. The Borderers say the men seemed more scared of their Colonel than of the "hated English."

Nothing could be more characteristic of the difficulties of fighting in these flat plains dotted with groups of isolated houses and scamed with the network of trenches than the delay caused to our advance by the resistance of small parties of Germans posted at one or two points with machine guns. If it had been possible for the attack to have been pushed home immediately after the capture of the village the ridge would probably have been ours. The few hours' delay enabled the Germans, with reinforcements scraped together from all over the region, to organise a stubborn resistance along the Pierre Road and on the fringe of the Biz Wood.

## GERMAN COUNTER-THREAT.

Just before dawn the next morning the Germans made their first attempt to drive us out of our capture. Their counter-attack was driven off with heavy loss, and we pursued them till we were checked by those fatal strongholds on the Pierre Road. In the meantime our artillery had been steadily shelling the wood with a view to hindering the arrival of the German reinforcements, which were known to be en route. Two German regiments posted in the wood were believed to have been decimated. For days afterwards the enemy was observed to be bringing dead bodies out of the wood and burying them in the fields in the rear.

All that day the Germans shelled our new line. Our troops stood it unperturbed as ever, though we had some losses. During the night the expected German reinforcements began to arrive—Bavarian and Saxon regiments, which had been resting at Tourcoing, after a spell in the German trenches round Ypres.

## TERRIBLE SLAUGHTER.

This German counter-attack was a ghastly business. The few prisoners who were taken say they were told that there had been "a slight mishap" and that a few British soldiers were in Neuve Chapelle and had to be driven out. The

attack was ill-timed and ill-prepared. The German Staff work seems to have been at fault, for their troops appeared to have expected to find us much farther back. In front of the Worcesters the enemy—they were Bavarians—advanced in column of route, an officer on horseback with drawn sword at their midst. A non-commissioned officer was seen driving the men along with a whip, as though they had been a herd of cattle.

The slaughter was sickening. In front of one of the brigades the Bavarians coming along at the ambling trot adopted by the German infantry at the assault and bawling "Hourra!" in the approved fashion, blundered into the fire of no fewer than 21 machine guns. The files of men did not recede or stagger. They were just sitting away. One moment one's eyes, the next moment, where it had been, lay a writhing, convulsed pile of bodies heaped up on the brown earth. When day broke, amid the rattle of machine-gun and rifle fire, the German corpses were seen to make ramparts behind which the wounded took cover. In one case at least the Germans, feverishly digging themselves in, were actually seen to use the corpse of one of their comrades to finish off the parapet of their trench.

All through the German wounded crawled into the British lines, where they were well cared for and sent down in ambulances. The Gurkhas stood up on the parapet and called to the Germans to come on. A man in the Rifle Brigade, who had crawled out of the trench, came back with no fewer than nine Germans gingerly tailing behind him on all fours.

## THE LAST EFFORT.

It was now clear that the preliminary to any successful advance must be the destruction by artillery of the three German strongholds—the two on the Pierre Road and the bridgehead over the River Laves. But the weather allied itself with our existing difficulties. The clear atmosphere prevailing during the first day of the fighting, had given way to mist, impeding the artillery observation work and making it increasingly hard to distinguish friend from foe, amid a network of trenches which in some places were only 50 yards apart.

With hopes high and courage undaunted, our troops went forward again against the German line protecting the ridge. The 2nd Scots Guards, the 2nd Grenadiers, the Borderers, and the 2nd Gordons, with their Territorial Battalion, the 6th, were amongst the regiments taking part in the assault. With incredible tenacity, using grenade and bayonet, part of the attacking troops worked their way right up to the houses about the Moulin de Pietre.

Here it was that the 6th Gordons lost their colonel, Lieutenant-Colonel Maclean. A subaltern, hearing that he had been killed, hastened to his side and found him still alive, lying in the open behind the trench with a bullet in his back and sinking fast. He was suffering grievously. The young officer fetched the Colonel some morphine, which eased his pain. "Thank you," said the dying man, "and now, my boy, your place is not here. Go about your duty." So he dismissed him and died a little while later, a very gallant gentleman.

Orders to our troops were to break down the German barrage by fire at all costs. All that human man could do against the German line they did with that self-sacrifice and steadfast courage that they had shown throughout the two days' fighting. At half-past 12 the Rifle Brigade went forward in the face of the most devastating fire and actually managed to reach the trench in front of it, 100 yards away, at heavy cost. The German fire was so terrific and continuous that the wounded who strewed the ground did not dare lift their heads for fear of being shot. At 5 another attempt was made to get forward, but the front line only succeeded in reaching the same ground as the Rifle Brigade already held. There we remained until nightfall, when, as it became apparent that no advantage was to be derived from holding the flooded trenches we had gained at the cost of so many valuable lives, the order was given to fall back on the positions from which the afternoon attack was made.

The fighting was now practically over. The Germans had apparently realised that the recapture of Neuve Chapelle and their trenches opposite the Bois de Laves was impossible and settled down to strengthen their positions protecting the Aubers Ridge. Nevertheless, throughout the 15th they kept up a violent bombardment of our new line, without, however, achieving any success.

The 16th was a hard day for our Army. The troops were worn out with three days' fighting. In many cases they were in very insufficient cover, though they worked feverishly, dog-tired as they were, to entrench themselves effectually. The new trenches were very wet, and a biting wind added to the general discomfort. In many cases the men fell asleep standing up at their loopholes, and a sergeant told how he went down the line of his trench after dark, tugging at a leg here and there to make sure that the men were still awake. More than once he found himself plucking the boot of a dead German. On the 14th most of the troops which had taken part in this historic engagement had been relieved.

## HEROES ALL.

A bright page in the splendid story of British heroism is the conduct of the doctors. As always, they distinguished themselves by their fearlessness and fire, gallantly supported by the stretcher-bearers. Their losses were heavy, for they exposed themselves without thought of danger. They were worthy of their patients, and their patients were worthy of them. Wounded, our men displayed the same fortitude as in advancing to the assault. There is a little scene enacted in a barn where a field ambulance had been installed on the iron roof of which the bullets kept up a devil's tattoo. It is night, and the doctor is going his rounds, among the closely packed files of wounded, "Doctor," says a faint voice, "could you give me a little morphine?" My leg is shattered. "Right, my man," says the doctor, "but where are you?" "I'm moving my hand, doctor," the voice went on, "I can't move anything else." The man had his morphine, and when his sufferings had eased a little, he said to the doctor with a wan smile, "Well, there's one thing about it, doctor, that's cured my water on the knee." And a ripple of

laughter ran down the files of wounded men, Gordons and Warwicks and Guardsmen, packed together in that place of pain. Such is the spirit of our fighting men.

In five weeks' trench warfare recently a single British Division lost 1,257 men killed and wounded, a not inconsiderable fraction of our total casualties in the four fierce days of Neuve Chapelle. As the result of the staggering blow our Army dealt the Germans there, the casualties in the trenches have been very considerably diminished, so that our losses at Neuve Chapelle are compensated to this extent. More than this, as Sir Douglas Haig pointed out in his Order to the First Army, issued after the battle, our successful surprise of the enemy totally disorganised the forces from Ypres to far south of the La Bassée Canal and prevented him from withdrawing troops from our front to send against the French in the fighting at Notre Dame de Lorette. Lastly, to quote Sir Douglas Haig, "the British soldier has once more given the Germans a proof of his superiority in a fight, as well as of his pluck and determination to conquer."

The victory of Neuve Chapelle has welded the British Army in the field even closer together than before. The Army unites in mourning for the brave men that died, as in admiration for the countless deeds of individual heroism the fight brought forth and satisfaction at the important results achieved. No one rejoices more at the splendid manner in which the Army stood the test than Sir John French, who in a stirring Special Order to the First Army, expressed his "fervent and most heartfelt appreciation of the magnificent gallantry and devoted tenacious courage displayed by all ranks." With his eulogy will be mingled the warmest thanks of England.

## SHIPPING IN PORT.

STEAMERS.  
ATAGOSAN MARU, Japanese str., Kawanuma, 30th May—Mitsui Bussan Kaisha.  
BRISANT, British str., 715, J. Selmes, 21st May—Cebu 25th May, Ballast—Carmichael & Clarke.  
CHANGCHOW, British str., 1,205, G. Morse, 24th May—Bangkok 15th May, Rice.—Butterfield & Swire.  
CHEKIANG, British str., 1,313, Cowan, 22nd May—Hongay 10th May, Coal.—Butterfield & Swire.  
CHIN MARU, Japanese str., 7,253, William Woodus Greene, 29th May—San Francisco 1st May, General.—Toyo Kisen Kaisha.  
CHINDOON, British str., 1,195, Jas. Doyle, 27th May—Port Persuall 24th May, General.—Shewan, Tomes & Co.  
CHUNAN, British str., 1,520, B. Roberts, 24th May—Bangkok 19th May, Rice.—Butterfield & Swire.  
DAVIN, Norwegian str., 897, A. I. Salvesen, 29th May—Bangkok 20th May, Rice.—Chinese.  
DAIJI MARU, Japanese str., 6,625, S. Tokushige, 28th May—Haiphong 26th May, Rice—Osaka Shosen Kaisha.  
DONAN, British str., 2,233, Ralley, 22nd May—Shanghai 19th May, General.—Asiatic Petroleum Co.  
FOOTIE, Chinese str., 1,370, B. Mignola, 24th May—Chefoo, General.—Chinese.  
HAIKING, British str., 1,303, A. E. Hargrave, 27th May—Saigon 23rd May, Rice and General.—Chinese.  
HUDSON MARU, Japanese str., 3,793, 28th May—Moji 22nd May, Coal.—Mitsui Bussan Kaisha.  
KAWACHI MARU, Japanese str., 3,531, K. Kurodumi, 31st May—Moji 26th May, General.—Nippon Yusen Kaisha.  
KOHINA MARU, Japanese str., 1,354, Yamashita, 30th May—Moji 23rd May, Coal.—Mitsui Bussan Kaisha.  
KOLYA, British str., 1,163, F. J. Pooley, 25th May—Manila 21st May.—Thorburn & Co.  
KURASHIMA MARU, Japanese str., 2,763, Itani, 20th May—Wakamatsu 14th May, Coal.—Mitsui Bussan Kaisha.  
KWANGSE, British str., 1,227, W. O. Jones, 30th May—Newchwang 24th May, Beans and General.—Butterfield & Swire.  
MAUSANG, British str., 1,644, Alcock, 26th May—Sandakan 20th May, General and Timber.—Jardine, Matheson & Co.  
MENTOR, British str., 3,955, Warrall, 30th May—Singapore 25th May, General.—Butterfield & Swire.  
MEXICO MARU, Japanese str., 3,760, N. Kobayashi, 24th May—Shanghai 21st May, General.—Osaka Shosen Kaisha.  
MIDDLEHAM CASTLE, British str., 2,900, James Walters, 28th May—Manila 25th May, General.—Dodwell & Co.  
MYOGISAN MARU, Japanese str., 1,702, K. Munakata, 26th May—Wakamatsu 20th May, Coal.—Mitsui Bussan Kaisha.  
NAMEANG, British str., 2,596, H. E. Gilroy, 27th May—Kobe 21st May, General.—Jardine, Matheson & Co.  
NIGHTHRE MARU, Japanese str., 2,019, S. Suzuki, 28th May—Wakamatsu 22nd May, Coal.—Gilman & Co.  
OZARI MARU, Japanese str., 2,699, Yoshida, 29th May—Moji 23rd May, Coal.—Mitsui Bussan Kaisha.  
SAIGON MARU, Japanese str., 2,740, T. Watanabe, 28th May—Moji 23rd May, General.—Osaka Shosen Kaisha.  
SUNGKIANG, British str., 937, I. Robinson, 26th May—Haiphong 24th May, General.—Butterfield & Swire.  
TITAN, British str., 5,730, J. W. Road, 25th May—Manila 22nd May, General.—Butterfield & Swire.  
TJIKINI, Dutch str., Lap, 23rd May—Batavia and Saigon 19th May, General.—Java-China-Japan Lijn.  
TJILATAP, Dutch str., 3,569, F. V. Schermebeck, 29th May—Java, General.—Java-China-Japan Lijn.  
TOYORA MARU, Japanese str., 1,438, K. Shimizu, 22nd May—Karatsu 16th May, Coal.—Mitsui Bussan Kaisha.  
TUNGAUS, Norwegian str., 1,033, C. Cornallinson, 29th May—Bangkok 20th May, Rice.—Chinese.  
WAISHING, British str., 1,272, M. Picknell, 29th May—Bangkok 22nd May, Rice and General.—Jardine, Matheson & Co.  
YINGGOW, British str., 1,216, E. I. Jones, 30th May—Shanghai 27th May, General.—Butterfield & Swire.

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DESTINATION	VESSEL'S NAME.	FLAG & REG	WORTH	CAPTAIN	FOR PASSENGER AFFAIR TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 8th inst., at Noon
LONDON & SINGAPORE VIA PENANG, COLOMBO, &c	NAOGYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 10th inst.
LONDON & LIVERPOOL	NETHERBY HALL	Brit. str.	—	...	THE BANK LINE, LIMITED	On 16th inst.
LONDON	NONMOUTHSHIRE	Brit. str.	—	...	JARDINE, MATHESON & Co., LD	End of June
MARSHALL, LONDON & VIA SINGAPORE, &c.	FUSHEI MARU	Brit. str.	—	...	NIPPON YUSEN KAISHA	To-morrow at Noon
MARSHALLS VIA PORTS	CORDILLERA	Freu. str.	—	...	MESSAGIERIE MARITIME	On 13th inst., at 1 P.M.
SEATTLE	HUSON MARU	Jap. str.	—	...	JARDINE, MATHESON & Co., LD	About 3rd inst.
VICTORIA, TACOMA VIA SHANGHAI & PANAMA, R.O.	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	On 11th inst., at 3 P.M.
VICTORIA, B.C. & S.W. COAST, KENTWEG, &c	ART MARU	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	On 16th inst.
BOSTON & NEW YORK VIA SUZEE	TUSCAN PRINCE	Brit. str.	—	...	THE BANK LINE, LIMITED	On 8th inst.
NEW YORK VIA PANAMA CANAL	MIDDLEMAN CASTLE	Brit. str.	—	...	DODDWELL & Co., LTD.	About 2nd inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	...	TOKYO KISEN K.A.I.S.H.A.	On 8th inst., at Noon
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 15th inst., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANOHUA	Jap. str.	—	A. G. Stevens	PACIFIC MAIL S.S.	On 22nd inst., at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NIPPON MARU	Jap. str.	—	...	TOKYO KISEN KAISHA	On 14th July, at 10.30 A.M.
DUBLAGO BAY, DURBAN, EAST LONDON, &c	KARAIWAU	Brit. str.	—	Beydaz	THE BANK LINE, LIMITED	On 23rd inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	E. S. Balke	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	...	GUTHRIE, WINGSTON & Co.	On 22nd inst., at 10 A.M.
JAPAN	HIPANATA	Dut. str.	—	Kawahama	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	KAKADA MARU	Jap. str.	—	Takada	NIPPON YUSEN KAISHA	On 8th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Shano	BUTTERFIELD & SWIRE	On 13th inst., A.M.
WEIHAUWEI & TIENSIN	RUICHOW	Brit. str.	1 m.	V. Liddell	JARDINE, MATHESON & Co., LD	On 5th inst., at D'light
WEIHAUWEI & TIENSIN	CHENGSHING	Brit. str.	—	E. S. Jones	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	YINGSHOW	Brit. str.	1 m.	C. G. Smith, R.N.R.	P. & O. S. N. Co.	On 5th inst., at D'light
SHANGHAI	MAITA	Brit. str.	1 m.	W. L. Jones	BUTTERFIELD & SWIRE	On 6th inst., at D'light
SHANGHAI	CHENNA	Brit. str.	1 m.	Shimizu	NIPPON YUSEN K.A.I.S.H.A.	On 8th inst., at 10 A.M.
SHANGHAI	KANG MARU	Jap. str.	—	Specor Wilde	JARDINE, MATHESON & Co., LD	On 8th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	KANGSANG	Brit. str.	—	H. G. Evans, R.N.R.	P. & O. S. N. Co.	About 3th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KAKADA	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., LD	On 10th inst., at D'light
SHANGHAI, MOJI & KOBE	LAISANG	Brit. str.	—	Obakonnal	MESSAGIERIE MARITIME	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	ATLANTIQUE	Freu. str.	—	Butler	DAVID BARROON & Co., LTD.	On 20th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	INOLA	Brit. str.	—	Ohta	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	...	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TULANAP	Dut. str.	1 m.	...	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
NINGPO	CHENKING	Brit. str.	—	A. Katsuyoshi	OSAKA SHOSEN KAISHA	On 9th inst., at 10 A.M.
AMOI & TAKAO VIA SWATOW & AMOI	SOSUO MARU	Jap. str.	—	K. Yamamoto	OSAKA SHOSEN KAISHA	On 6th inst., at Noon
AMOI & KEELUNG VIA SWATOW & AMOI	KAKO MARU	Jap. str.	2 h.	A. H. Stewart	DOUGLAS, LAPRAIK & Co.	On 4th inst., at 1 P.M.
SWATOW, AMOI & FOCHOW	SAIKU	Jap. str.	2 h.	W. U. Pammer	DOUGLAS LAPRAIK & Co.	On 11th inst., at 1 P.M.
SWATOW, AMOI & FOCHOW	SAIKING	Brit. str.	—	W. G. G. Leest	JARDINE, MATHESON & Co., LD	On 5th inst., at 3 P.M.
SWATOW, AMOI & FOCHOW	LOONGSANG	Brit. str.	—	S. Tokuzhiro	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
MANILA	TAMINGO	Brit. str.	1 m.	F. Kalle	JARDINE, MATHESON & Co., LD	On 12th inst., at 3 P.M.
MANILA, CEBU & ILOILO	YUNSHANG	Brit. str.	—	R. Nomura	JARDINE, MATHESON & Co., LD	On 12th inst.
MANILA	BANGGONG MARU	Jap. str.	—	Glow	DAVID BARROON & Co., LD	To-day, at Noon
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	NAMSANG	Brit. str.	—	Takano	NIPPON YUSEN KAISHA	On 5th inst.
SINGAPORE, PENANG & CALCUTTA	DUNERA	Brit. str.	—	D. A. Gardner	NIPPON YUSEN KAISHA	On 12th inst.
SINGAPORE, PENANG, BANGGONG & CALCUTTA	TOSA MARU	Jap. str.	—	T. Kozubhi	THE BANK LINE, LTD.	On 25th inst.
SINGAPORE, PENANG, BANGGONG & CALCUTTA	SALAMIS	Brit. str.	—	W. D. Ritchie	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SINGAPORE, MAURITIUS & SOUTH AFRICAN PORTS	DAIGO MARU	Jap. str.	—	R. A. Matthews	JARDINE, MATHESON & Co., LD	On 4th inst., at 7 A.M.
HAIPHONG	LOKSANG	Brit. str.	—	...	JARDINE, MATHESON & Co., LD	To-morrow, at Noon
ROBHO & HAIPHONG	MAUSANG	Brit. str.	—	...	...	...
SANDAKAN	...	...				

~~HARBOUR MASTER'S OFFICE.~~  
JUNE 1st.

ATAGOSAN MARU, Jap. str., for Itozaki.  
CHINCHUA, British str., for Hoilo.  
TSINGTAU MARU, Jap. str., for Chingwan-  
tao.

June 1st.

BENLOMOND, British str., for Yokohama.  
HAICHING, British str., for Foochow.  
HONGKONG, French str., for Hiohow.  
KAWANSE, British str., for Canton.  
KAWACHI MARU, Jap. str., for Calcutta.  
KWONGSANG, Chinese str., for Shanghai.  
LYHOW, British str., for Shanghai.  
POLYPEMUS, British str., for Yokohama.  
SUEBIA, American str., for San Francisco.  
SINGANG, British str., for Shanghai.

ARRIVED.

Per *Dunera*, from Calcutta, for Hongkong, Mr. Henderson, Mr. Brockman, and Mr. Madison.

Per *Cheongshing*, from Tientsin, for Hongkong, Mr. A. Stewart, Mrs. R. Rivcoff, nurse and two children.

Per *Loongang*, from Manih, for Hongkong, Mr. and Mrs. Till Roe, infant and amah, Mr. and Mrs. Tait, Lieut. Kochlar, U.S.N.

Per *Huichow*, from Tientsin, for Hongkong, friend Sargent, and Mrs.

PROJECTED RAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

PROTECTED PASSENGER SERVICE

	FOR	STEAMERS	TO SAIL
* SINGAPORE, PENANG & CALCUTTA	"NANSANG"	... Wed'day,	2nd June, Noon.
* BANDAKAN	"MAUBANG"	... Thursday,	3rd June, Noon.
HIOHWO & HAIPHONG	"LOKSANG"	... Friday,	4th June, 7 a.m.
* MANILA	"LOONGSANG"	... Saturday,	5th June, 3 p.m.
* WEIHAUWEI & TIENTSIN	"CHONGSHING"	Sunday,	6th June, D'light.
* SHANGHAI	"HANGSANG"	... Tuesday,	8th June, D'light.
* SHANGHAI, MOJI and KOBE	"LAISANG"	... Thursday,	10th June, D'light.
* MANILA	"YUENSANG"	... Saturday,	12th June, 3 p.m.

**THE STEAMERS "E-U-SANG", "NANSANG" and "POOKSANG" leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time coupled 2 days. This service is supplemented by the "YAKUSHING", Kowloon and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning via Moji to Hongkong. Time coupled 8 days.**

The vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodations for First Class Passengers and are fitted throughout with Electric Light.

\* All Cargo carried through Bills of Lading to Yungsoo, Chefoo, Tsing, Dainy, W'wei, N'chwang.

\* Taking Cargo on Through Bills of Lading to Yokoh, Lahad Data, Singapore, Penang, Unkar, Assam and Lebuan.

Telephone No. 215, Sub. Exch 4.

Freight or Passage, apply to

Hongkong, 2nd June, 1915.

**JARDINE, MATHESON & Co., Ltd.,**  
GENERAL MANAGERS.

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NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking  
Passengers and Cargo at Current Rates

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

**"SCIRE" LINE SERVICE--HOMEWARDS.**

FOR STEAMERS DATE OF DEPARTURE

LONDON ... .. "MONMOUTSHIRE", ... End of June.

**TRANS-PACIFIC SERVICE.**

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,  
TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. Bc.

**JARDINE, MATHESON & Co., Ltd.**

Hongkong, 26th May, 1915

**AGENTS**

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## OPERATING

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

<b>MONGOLIA</b> 27000 tons	<b>MANCHURIA</b> 27000 tons
<b>KOREA</b> 18000 tons	<b>SIBERIA</b> 18000 tons
<b>CHINA</b> 10200 tons	<b>NILE</b> 11000 tons
<b>PERSIA</b> 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

**"THE SUNSHINE BELT"**—The Most Comfortable Route to America and Europe

<b>CHINA</b> (via Manila) Sailing	<b>TUESDAY,</b>	15th June, at Noon.
<b>MANCHURIA</b> .....	<b>TUESDAY,</b>	22nd June, at 1 P.M.
<b>MONGOLIA</b> .....	<b>TUESDAY,</b>	29th July, at 1 P.M.
<b>PERSIA</b> (via Manila) ..	<b>TUESDAY,</b>	31st Aug., at Noon.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.

**DRY DOCK DEPARTMENT:**—Telephone Nos. 376, 508, 681, 2050, 3470.

<b>NO. 1 DOCK.</b>	<b>NO. 2 DOCK.</b>	<b>NO. 3 DOCK.</b>
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 431 ft.

Every description of repair work undertaken. A large assortment of material (including tail shafts) are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

**WAREHOUSE DEPARTMENT:—**

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres. Every description of warehousing, Custom-houses brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 800 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

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"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
S.S. "MIDDLEHAM CASTLE,"  
FROM NEW YORK

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at the  
Kowloon Wharf and Godown Company, Ltd.  
Kowloon, whence and/or from the wharf  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
undelivered after the 4th June, will be subject  
to rent.  
All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the  
4th June, or they will not be recognized.  
All broken, stained, and damaged Goods to  
be left in the Godowns, where they will  
be examined on the 4th June, at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., Ltd.  
Agents.

### "DEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM HULL, MIDDLESBRO', LONDON  
AND STRAITS

CONSIGNEES of Goods are hereby informed that all Goods are being landed at the wharves into the hazardous and/or extra hazardous Goods of the Hongkong and Kowloon Wharves and Godown Co., Ltd., whence and/or from it wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th June will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 5th June, or they will not be recognized.

All broken, chafed and damaged Goods will be left in the Godowns if they wish to examine the same by the 5th June, at 11 A.M.

No Marine Insurance has been effected.

Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & Co.,**  
Agents.

### VESSELS EXPECTED

THE ENGLISH MAIL.  
The str. *Malta* left Singapore for this port on the 30th inst. at 9 a.m. with the outward English mails, and is due here on the 4th June, morning.

THE AMERICAN MAIL.  
The str. *China* sailed from Yokohama on Friday, the 28th May, for Hongkong, via Manila. The mails have been transferred to the Nippon Yusen Kaisha steamer *Rangoon Maru*, scheduled to arrive at Hongkong on 31st June.

THE AUSTRALIAN MAIL.  
The str. *Changsha* left Sydney for Hongkong via Queensland and Philippine ports on 22nd inst., and may be expected to arrive on or about June 16th.

MERCHANT STEAMER.  
The str. *Glenturret* from London is due here on Thursday, the 3rd June, evening.

INDO-CHINA STEAM NAVIGATION CO., LTD.  
*Laisang*, from Calcutta, is due in Hongkong 8th June.  
*Suikang*, from Calcutta, is due in Hongkong 8th June.

SHAN LEE LINE, LIMITED.  
*Nudorshire*, from London, is due in Hongkong 12th June.

SR. "CHILI."

**COMPAGNIE DES MESSEAGERIES  
MARITIMES.**

**NOTICE.**

**C**ONSIGNEES of Cargo from London  
in connection with above Steamer are  
herely informed that their Goods with the  
exception of Opium, Treasure and Valuables are  
being landed and stored at their risks into the  
hazardous and/or very hazardous Godowns of  
the Hongkong and Bank on Wharf and Godown  
Co., Ltd., at Kowloon, whence delivery may be  
obtained immediately after landing.

Optionsl Cargo will be forwarded on unless  
intimation is received from the Consignee  
before Noon To-morrow requesting it to be landed  
here.

Bills of Lading will be countersigned by the  
Undersecretary, Goods remaining unclaimed after  
the 7th June at Noon, will be subject  
to rest and landing charges.

All Claims must be sent in to me on or before  
the 10th June, or they will not be  
recognised.

All damaged packages will be examined at  
SATURDAY, 5th June, at 10 A.M.

No Fire Insurance has been effected.

**P. THOMAS,  
Agent.**

Hongkong, 31st May, 1911. 12







